

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

VOL. X

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No. 18

New Increases Give Seafarers Highest Wages In Tanker Field

NEW YORK—Headquarters of the Seafarers International Union, Atlantic and Gulf District, announced this week that two tanker companies had agreed to wage increases which grant the unlicensed seamen in those outfits the highest wages in the industry.

The companies are Tanker Sag Harbor Corporation and Petrol Tanker Industries, Incorporated.

The wage boosts range from \$5.00 to \$25.00 per month. Overtime rates are also increased. Men earning up to \$223.23 per month will receive \$1.15 per hour OT, and men making \$223.23 per month, or more, will be paid \$1.45 per hour.

The new wage scale appears on page 7.

Membership Gives Okay To The Four Resolutions By Ten-To-One Majority

NEW YORK—By a whopping majority of over ten-to-one, all four proposals on the Referendum Ballot have been approved by the A&G membership. Voting commenced on March 10 and ended on April 10. The propositions were recommended by the Agents Conference in response to membership letters to Headquarters and to Good and Welfare discussions in shoreside and shipboard meetings. The resolutions are designed to strengthen the Union in preparation for anything that might conceivably happen in the future. The anti-labor Taft-Hartley law and the open threat of the shipowners to refuse to recognize the Hiring Hall makes it necessary for the SIU to prepare for strike action.

Already the union-busters are in action. Wall Street, with the active cooperation of the New York City police force, is moving heaven and earth to break the strike of the United Financial Employees. Many incidents of police violence have taken place, and intimidation of the pickets by mass police pressure is an every-day occurrence.

The nation-wide strike of the Packinghouse Workers has been marked by police brutality in many cities. In Kansas City the police broke into the union headquarters and clubbed the strikers who had sought refuge there.

(Continued from Page 3)

New MC Charter Rules Confusing

This week the Maritime Commission drastically changed its chartering policy in such a way that nobody could tell whether that august body was committed to destroying the U.S. merchant marine or was trying to force religion on the shipowners. Even spokesmen for the Commission seemed uncertain.

At any rate, the Commission announced bluntly that it would no longer negotiate charter parties with, nor allocate vessels under existing agreements to, companies not owning dry cargo or passenger ships above 1,500 tons, or companies connected with the operation of foreign flag vessels.

On the surface, at least, it looked as if the Commission were trying to force American shipowners to stabilize the industry by owning their own ships, and by operating them exclusively under the American flag.

BACKS BIG BOYS

However, the Commission also said that it was in the process of working out a ratio between the number of ships a company could charter in relation to the number it owned.

Certainly it appeared that the Commission was embarking on a program designed to bolster the big companies, and force the small companies and the firms operating chartered government-owned ships and nothing else out of business.

As of July 1, 1948, the Commission declared that it would terminate the charter of government-owned vessels to companies which competed in liner or berth service with privately owned American ships but owned no ships at all.

One thing that made effects of

the Commission's action hard to predict was the still uncertain status of U. S. shipping under the Marshall Plan.

Although the legislation bringing the Plan to life apparently guaranteed that at least 50 percent of the cargoes must go in American bottoms, there seems to be at least one loophole.

How big this hole will be depends on how the law is interpreted, and what view a Shipping Coordinator for the Plan takes when he is named.

Here is the loophole: The new law says that American vessels shall get half the cargoes "to the extent such vessels are available at the market rates."

TRAMPS THREATEN

Without going deeply into the complicated subject of ocean freight rates, there exists a possibility that foreign-flag tramps will be able to grab an extra portion of the cargoes.

It is this type of ship, prominent in the coal and grain trades, that operates at lower rates. Regular liner services of different flags mostly operate at rates set by international conference agreements. But if foreign tramp rates were considered "market rates" American shipping might well suffer rather than gain.

Meanwhile, Marshall Plan or no Marshall Plan, war-built government-owned ships are still drifting back to the boneyard. As of April 15, there were only 815 Maritime Commission ships under bareboat charter compared to 1,510 last June. Another 100 may be in the boneyard by May 1.

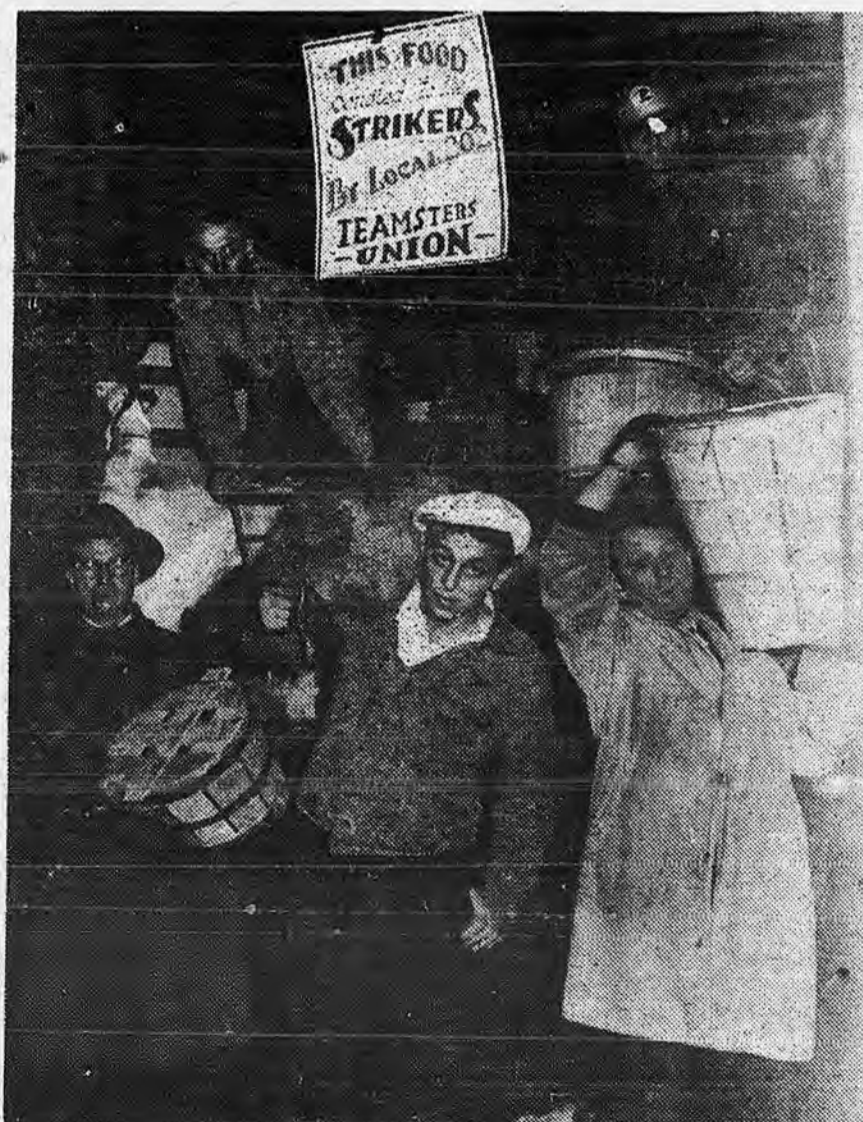
If the Plan is administered with the welfare of the American merchant marine in mind, however, a good many ships should be pulled back despite

the Maritime Commission's stricter chartering rules. Moreover, many people expect the Plan itself to become much larger rather than smaller.

UFE Strike Ends!

News of the UFE victory over the New York Stock Exchange came too late for the front page of the LOG. Full details of the settlement are contained in a story on page 3.

A HELPING HAND



During the General Strike in 1946, and during the Isthmian Strike in 1947, Local 202 of the Brotherhood of Teamsters donated food to the Seafarers. With the United Financial Employees involved in a beef, Local 202 came through again. Above is a picture of the truckload of food and vegetables which the Teamsters sent to assist the UFE. Local 202 President, Joseph Papa, and his membership show the true union spirit which can make labor unbeatable.

Miners' Record Shows Value Of Militant Action

The bosses in the United States don't like John L. Lewis. They call him names in their newspapers, and they try their level best to drive a wedge between him and the general public.

But, with all the high-powered propaganda machinery at their disposal, they haven't succeeded. The general public is the working man, and the man who works for a living realizes what John L. has gained for the miners.

Since 1919 the United Mine Workers has participated in more than 5,000 strikes. But in that period of time the miners can point to many achievements.

Among these, taking only what has been gained since 1940, are the following:

CONSTANT GAINS

1. In 1940 the wage rate was 85.7 cents per hour. Now it is \$1.83.

2. Tools and equipment are

(Continued on Page 6)

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JOE ALGINA

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George K. Novick, Editor



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We're Ready

In approving the four resolutions on the referendum ballot by a towering 92 per cent majority, the membership has added immeasurable strength to the Union structure. The results of the balloting indicate an intense determination not only to preserve the Union and its hard won gains, but also to improve its facilities and render the entire apparatus more effective.

That the SIU membership will not tolerate any attempt to attack the Union Hiring Hall and the democratic process of Rotary Shipping is boldly evident in the overwhelming vote registered in favor of a \$10 strike assessment. And by this vote, the Seafarers have also declared that they stand ready to seek improved contracts.

The \$10 building assessment will provide the means for improved Halls, with adequate meeting space and recreation facilities for all hands.

The two changes in the Shipping Rules mean a well-knit membership ready, willing and able to do its utmost for the good of the Union and to fulfill its own contractual obligations, both of which are definite signs of a responsible, conscientious and alert membership.

The ban on shipboard promotions eliminates what has long been a sore point among Seafarers. The regulation calling for fines to be levied against OS and Wipers who refuse to clean quarters is evidence of the membership's continuing mandate that every SIU ship must be a clean ship. They mean to see that there is no shirking or faltering on this score.

The membership's healthy attitude with respect to their Union and their recognition of the fact that it is a prime essential in their own security is most encouraging and heartening. At this particular time, especially.

Now, when employers throughout the nation are preparing for a Union-busting drive in all industries—and already there are ugly signs that the offensive has begun—our membership has shown that it is wide-awake to reality and will not be caught napping.

The employers are encouraged in their union-smashing hopes by the one-sided Taft-Hartley law, which they will attempt to use as a weapon in their drive to wipe out the security of organized American working men and women.

Their pattern became clear when the New York police clubbed Seafarers and United Financial Employees in Wall Street, and when Kansas City police charged recklessly and smashed headquarters of the Packinghouse Workers.

This is a situation that permits no dawdling on labor's part, if it is to survive and to go ahead in the constant battle for the decent standard of living to which we are all entitled.

The membership of the SIU has demonstrated very emphatically that it knows the score. The results of the referendum balloting is proof of their preparation for any attack and that they definitely intend that the SIU shall continue to push ahead to win a better life for seafaring men.



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

MOBILE HOSPITAL

E. J. SILLIN
M. C. ALPIN
E. B. HALL
C. J. BECK
C. JORDAN
R. G. PERKINS

GALVESTON HOSPITAL

FRANK NIGRO
J. WALSH
ADOLPH GAILIS
E. S. LERMA
WILLIAM H. BROWN
FRANCIS VIGIANO

NEW ORLEANS HOSPITAL

F. GARRETSON
A. LOOPER
J. DENNIS
C. MASON
A. LIPARI
P. D. VAUGHN
A. AMUNDSEN
N. A. GENOVESE
G. BRADY
L. D. WEBB
R. BUNCH
A. EDEFORS
E. H. IVARRA
L. CLARKE
E. DRIGGERS
J. GAINSLAND
B. DUFFY

E. HEBERT
J. KENNAIR
J. H. ASHURST
J. E. MAYHART
L. A. HOLMES
C. PETERSON
T. DAILEY
A. OLSEN
R. E. GRAYAY
S. LeBLANC
M. PETERSON
M. FITZGERALD

STATEN ISLAND HOSPITAL

F. FONDULA
E. BERWALD
L. ANDERSON
P. FRANKMANIS
R. J. GARDNER
S. HEIDUCKI
E. OLSEN
J. McNEELY
G. BISCHOFF
M. CASTRO
J. SHEMET
P. LOPEZ
F. NERING
T. J. SCHUTZ
C. DESOUSA
M. ROSENBERG
R. FLOYD
J. PIETRZAK
J. J. HANLEY
J. S. MINESES

Hospital Patients

When entering the hospital notify the delegates by post-card, giving your name and the number of your ward.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)
Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)
Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

SAVANNAH MARINE HOSP.

M. D. JONES
A. C. PARKER
J. NEELY
C. E. BOYD
W. F. REYNEW
J. L. PERCIVAL
M. McCLUE
T. THOMAS

BRIGHTON MARINE HOSP.

R. LORD
A. BONTI
J. PENSWICK
W. CAREY
J. CONNOLLY
J. KORY
R. KING
J. LEES
J. CHARRETTE

SAN FRANCISCO HOSPITAL

ERLING MELLE
J. HODO
H. WATSON
A. A. SMITH
ELMER HALLMAN

THE WEST COAST CHIPS IN



Here's the crew of the SS Columbia Victory, in San Francisco, after they donated generously to help the strike of the United Financial Employees. WC representative Steve Cardullo stands at the far left. Many crews have contributed to the fund, and as a result much of the expense of the strike has been carried by donations, rather than from the SIU treasury.

UFE Ends SE Strike Upon Mayor's Request; To Review Wage Issue

NEW YORK — In the history of the American Labor Movement there are few instances of successful white-collar strikes. But that pattern has been shattered by the United Financial Employees, Local 205, OEIU, AFL.

New York's Mayor O'Dwyer, who had stated that he was "distressed" at the strike, on Wednesday, April 28, requested that the UFE return to work, and that the wage question be left up to an impartial investigator who would report to the Mayor, personally. This was ratified by

the membership at a meeting held in the SIU Hall, 51 Beaver Street, on April 29.

Already negotiated at the time the Mayor made his request were the issues of maintenance of union membership and other matters which the Stock Exchange had previously refused to even consider.

The strike against the Curb Exchange, which commenced on March 29, when the Stock Exchange strike started, was settled on April 14.

For close to five weeks the members of the UFE fought the alliance of the Stock Exchange and the city police authorities to a stand-still. Intimidation didn't halt the steady picketing. Police brutality could not break up the picketlines.

UNION-BUSTERS

In all the negotiations which led up to the strike, and during the strike itself, the Stock Exchange was attempting only one thing. In common with other big business enterprises the N.Y.S.E. wanted to bust the union.

The principle of any type of union security was rejected. The Stock Exchange offered certain wage increases, and then refused to go one penny higher. And laying off of staff was to be solely the prerogative of management.

These points were vetoed by the union, and the strike resulted. The Curb Exchange also adopted an "employees be damned" attitude, and so the Curb was struck at the same time.

From the very first day of the strike, the men of the Seafarers International Union were on the picketlines with the UFE. This support had been voted by the membership when the UFE was planning its strike, and was reiterated at each regular meeting after that.

MUCH SUPPORT

Other unions voted support, and picket signs representing AFL locals were to be found daily on the UFE picketlines.

AFL President William Green commended the SIU for its active support of the strikers when he wired, "I commend you and those you represent upon the devoted way in which you have extended help and support to members of office workers union employed in New York Stock Exchange who are on strike... I urge you continue your efforts to help them and to extend to them a full measure of support in heroic fight in which they are engaged."

This was done to the utmost. The result is that the UFE, with the active support of the SIU, has cracked the front of the Wall Street financiers.

The Stock Exchange employees returned to work with their heads held high. They know that they have met a hard test—one of the hardest tests—and have come through with their colors proudly flying. They are confidently ready for whatever the future holds in store.

Membership Okays Resolutions

(Continued from Page 1)

More than thirty people were injured, all of them union members.

CLUBS FLY

Chicago, Omaha, and other cities have also been the scenes of police terrorism. The bosses know that the government is behind them, and so they refuse to deal honestly with unions. Their objective is to destroy the union movement in the United States. The passage of the four resolutions makes the Seafarers better able to fight the ship-owners and the bureaucrats.

The shipping Rules, as amended by this Referendum, appear on page 16. All four proposals are effective May 1.

The text of the resolutions, and the official tallies, appear below:

RESOLUTION No. 1

RESOLVED: That we go on record to assess ourselves with a \$10.00 strike assessment, to be known as the 1948 \$10.00 Strike Assessment, to assure us of success in any test of our Union's strength in view of the possible strike threat posed by the Taft-Hartley Law, upon completion of our contracts this year.

FOR: 2826
AGAINST: 279

Montreal Ship Race Holds Port Interest

MONTREAL — There's a fine gold-headed cane each year for the Master of the first ocean-going ship to reach Montreal in the spring, and generally interest runs high in shipping circles.

Last week, two ships were racing for the honor. One was an Italian freighter, the SS Capo Oram, the other an Englishman, the SS Manchester Skipper, with the latter gradually pulling ahead at a steady 14 knots.

Barring accident, the English freighter was expected to arrive well ahead of the Italian, thus assuring her Captain something to lean on in his old age, namely the gold-headed cane.

What made the race this year especially exciting was the fact that the Manchester Skipper was making her third try for the coveted if not overly important honor of being first ship in.

RESOLUTION No. 2

RESOLVED: That we go on record to assess ourselves with a \$10.00 building assessment, to be known as the 1948 Building Assessment, to enable us to maintain the SIU Building Program by the purchase of our own Union Halls in Ports where needed.

FOR: 2695
AGAINST: 398

RESOLUTION No. 3

RESOLVED: That Section 29 in the present Shipping Rules be deleted and that the following be incorporated in the Rules as Section 29:

"No man may be promoted or allowed to transfer from one job to another on board ship, except in case of extreme emergency. This is to apply where there isn't sufficient time to dispatch a man from the Union Hall before a ship is scheduled to leave, or the hall cannot furnish replacements as required. Any member guilty of breaking this rule shall

lose the job immediately and shall be fined no less than \$25.00 for such offense."

FOR: 2822
AGAINST: 278

RESOLUTION No. 4

RESOLVED: That Section 30 in the present Shipping Rules be deleted and that the following be incorporated in the Rules as Section 30:

"Ordinary Seamen and Wipers shipped to contracted vessels who fail to put in two hours allotted time for cleaning the crew's quarters, as per contract, shall be brought up on charges by the ship's crew. For such offense, the guilty member shall be fined not less than \$10.00 for each such infraction."

FOR: 2856
AGAINST: 206

Report Of Tallying Committee

April 23, 1948

We, the undersigned members of the Tallying Committee, having been elected at a special meeting on Monday, April 19, 1948, as per motion passed in the regular meeting of April 7, 1948, have tallied all ballots and attached hereto are our findings. All resolutions were carried by more than the 2/3 majority as required.

We have checked the ballots sent to the various ports.

All unused ballots were accounted for.

We recommend that these go into effect May 1, 1948.

Fraternally submitted,

Frederick Willis, 44193
James Lee, 36733
James Murphy, 6998
George Kitchen, 43305
Matt Fields, 26924
Joe Wread, 27822

Breakdown Of Voting On Referendum

RESOLUTION NUMBER I

	BOS	N.Y.	PHI	BAL	NOR	SAV	TAM	MOB	N.O.	GAL	S.F.	P.R.	TOTAL
Yes	73	750	110	405	306	50	91	292	372	110	217	50	2,826*
No	41	40	18	35	13	6	13	31	17	2	3	60	279
Void	0	15	0	5	5	2	2	3	4	1	4	0	41
No Vote	1	7	0	2	0	0	0	3	0	0	0	6	19
Sub-Total	115	812	128	447	324	58	106	329	393	113	224	116	3,165

RESOLUTION NUMBER II

Yes	49	727	104	382	307	49	79	271	356	108	213	50	2,695*
No	64	51	24	61	12	7	23	53	32	4	7	60	398
Void	0	21	0	2	5	2	0	2	5	1	3	1	42
No Vote	2	13	0	2	0	0	4	3	0	0	1	5	30
Sub-Total	115	812	128	447	324	58	106	329	393	113	224	116	3,165

RESOLUTION NUMBER III

Yes	85	732	121	393	309	48	84	292	365	106	214	73	2,822*
No	28	53	7	45	10	7	19	34	24	6	7	38	278
Void	0	15	0	4	5	2	0	2	4	1	3	0	36
No Vote	2	12	0	5	0	1	3	1	0	0	0	5	29
Sub-Total	115	812	128	447	324	58	106	329	393	113	224	116	3,165

RESOLUTION NUMBER IV

Yes	87	738	110	406	315	48	89	291	370	110	217	75	2,856*
No	22	40	15	29	4	6	12	24	18	2	3	31	206
Void	0	15	0	1	5	2	1	3	3	1	2	0	33
No Vote	6	19	3	11	0	2	4	11	2	0	2	10	70
Sub-Total	115	812	128	447	324	58	106	329	393	113	224	116	3,165

Picture Round-Up Of UFE Strike Front



After knocking a picket to the ground, a policeman kneels to get a better blow at the unprotected striker. Such has been the pattern in the Wall Street strike of the United Financial Employees. The excessive concentration of police around the Stock Exchange is part of the general picture throughout the United States.



From the start of the United Financial Employees' strike, the area around the New York Stock Exchange looked like a convention of policemen. Shoulder to shoulder they stand, ready to use their clubs against the peaceful pickets. In addition to the foot policemen, mounted cops and plain-clothesmen were poured into Wall Street to intimidate the strikers. The pickets were pushed around, but the brokers and the other scabs were escorted through the picketlines.



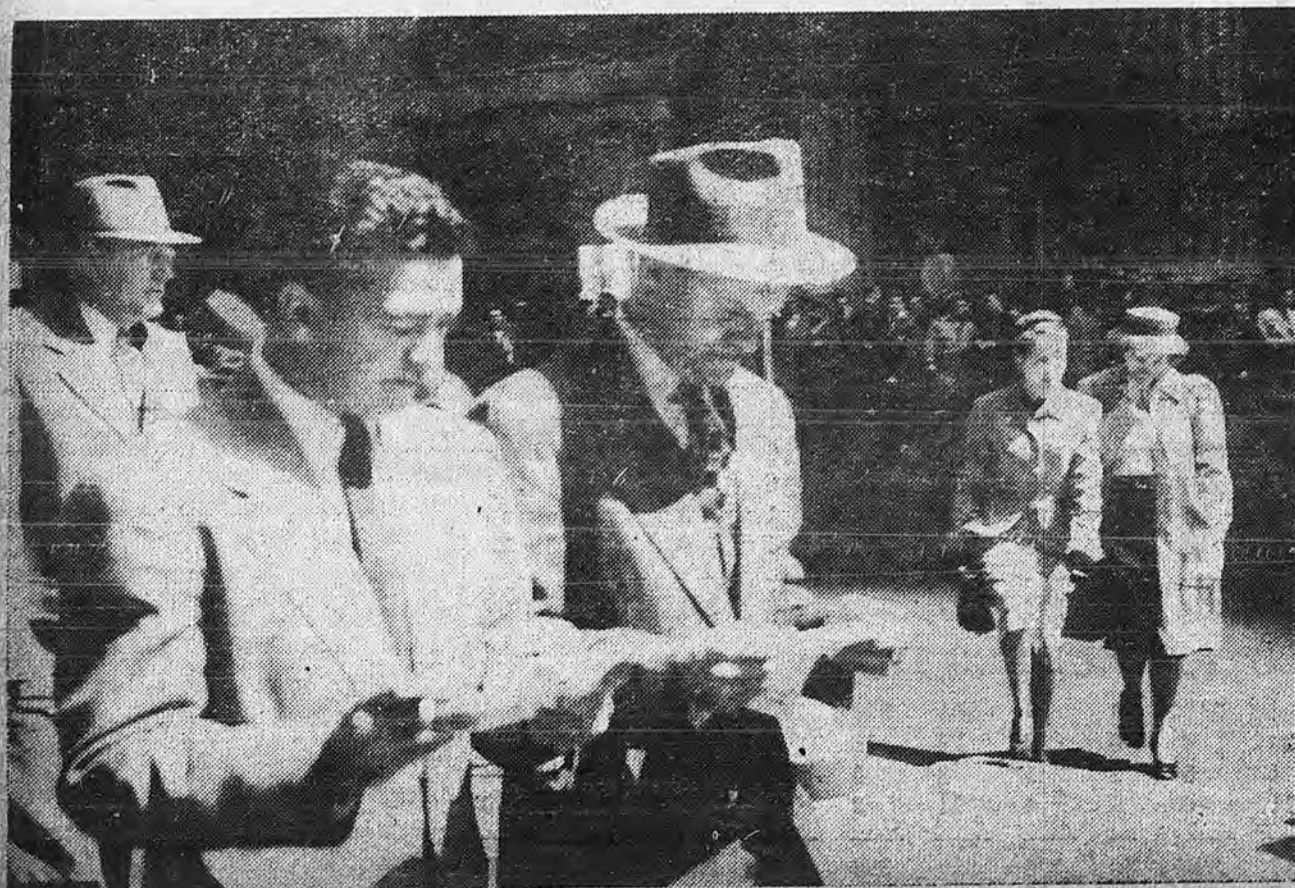
There's a welcome sign out over the third deck in the SIU Hall. Hungry pickets can obtain sandwiches and coffee, while relaxing from pounding the pavements. It takes plenty of coffee to take care of the hundreds of Seafarers and UFE members manning the picketlines around the New York Stock Exchange, and that battery of coffee-makers, pictured above, is in constant use.

~ ~ ~

Picture at upper left shows how the police harass the pickets in front of the Stock Exchange. It's so bad that the reporters for the newspapers call the section allotted to the pickets the "bird cage."

~ ~ ~

The real truth about the Wall Street strike is being read by interested passers-by, left. In spite of the propaganda put out by the Stock Exchange authorities, most of the workers in New York's financial district know that the strikers' demands are fair and just.



Good Shipping Has Savannah Holding Breath

By CHARLES STARLING

SAVANNAH—For the coming week we see two payoffs in sight, and that brings up the problem of what to do about replacements. Right now in this port we have on the beach: Messman, Deck Engineer, and Oiler, four ABs, and three Ordinaries.

You can see from this why we have been unable to hold a regular meeting. We have been shipping men out as soon as they hit town, and we are keeping our fingers crossed, hoping that good shipping continues.

We had three payoffs this past week, and all paid off in good SIU style. The three were the SS William R. Davis, SS Irvin S. Cobb, and SS Aberdeen Victory. The last named was one of the cleanest crews we have ever seen and a real credit to the Union.

Special Notice to the crew of the SS Alexander S. Clay, South Atlantic Steamship Company: When you paid off in Jacksonville, on April 9, the day's pay that you were short for the month of February, or the day's pay that the entire crew was short, can be collected by writing to the company in Savannah, Georgia.

We hope Brother Fred R. Hicks, Jr., will read this column and find out that our sign is now back up, and that next time he will have no trouble locating our Hall.

Speaking about the Hall, we hope soon to find a new one. And don't think we don't need one. That's high on our agenda for things to do, and we are keeping right on the ball in our search.

Spring weather has hit this port, and so if any rated man is looking for a job, here is the place for him. He can enjoy wonderful weather for a day or so, and then ship out on a vessel of his choice.

Shipmates On Hurley Remember Bosun Whose Leg Was Smashed

It was a heart-warming stroke of Union friendship when the crew of the SS Edward N. Hurley held a tarpaulin muster at the payoff and collected \$95 for Arne Jensby, Bosun, who had his leg all but cut off early in February.

The Hurley, a South Atlantic Liberty, left Norfolk loaded with coal for Italy.

Hardly had she reached blue water than she ran into heavy seas. As she wallowed, the gangway came loose. Out from a foc'sle to the deck dashed Jensby accompanied by the Deck Maintenance, according to the account given by Deck Engineer Joseph Otto.

TO BERMUDA

The two men got the gangway lashed, Otto says, and the Deck Maintenance was lucky enough to get back through the starboard water-tight door. Jensby didn't make it.

As a result he is lying in the Staten Island hospital with one leg in a cast.

The metal door caught the leg just below the knee and smashed



Ratings Enjoy Good Shipping In New York

By JOE ALGINA

NEW YORK — Business and shipping have been very good, a little better than last week to tell the truth.

But, when we say this, you must remember that we are talking about rated men and rated men only. If you don't have a rating you may have to wait quite a while for a ship.

We've had a lot of good, clean payoffs and several that were something else again. However, just about the messiest situation was at a sign-on.

This was on the SS Noonday, a Waterman vessel which came in and paid off very cleanly with only a handful of routine beefs. Then she signed on and the Second Cook from the previous trip went right back aboard.

There didn't seem to be anything wrong with this, but the Master proceeded to blow his skillet. What he had against the man is far from clear, but what he said was this: "Either he gets off or I get off!"

The Patrolman was very polite. He announced that he would be glad to assign two men to pack the Master's gear without even asking for overtime.

WALKED OFF

To make a long story short, the Old Man packed his own stuff and walked off spluttering. As we get it, he had developed a grudge against the Second Cook on the other side. However, if he had any basis for his attitude he should have mentioned it at the payoff where he kept mum.

To get the seamy side of the week over with, let's take the case of another Waterman ship,

the SS Raphael Semmes, whose Deck Department was a madhouse at the payoff.

The upshot is that the Chief Mate and Third Mate are looking for new jobs. Main trouble was that they had allowed a lot of the gear to rot, and working the ship became a perilous business.

Notably, the manila centers of the topping lifts were in a particularly dangerous condition,



which gives you an idea of how the whole Deck was. There was no question but what the company was just as glad as the crew to see the two Mates go.

The SS Pioneer Valley, Los Angeles Tankers, came in from Japan. The company flew a crew from the West Coast to Yokohama to pick her up. The only trouble with this deal was that the company flew the boys across in a "cattle" plane, so right now they are waiting to collect the first-class transportation differential.

The Skipper on the Pioneer stopped a crewman's pay at sea, high-handedly claiming the latter had contracted a venereal disease, a claim which proved to be absolutely untrue. As a result, the man now has all his pay.

PLEASANT SIDE

On the pleasant side was the payoff of the SS Billings Victory, still another Waterman vessel, which had nothing wrong with her out of the routine class. Also pleasant were the payoffs of the Alcoa Cavalier, which is getting to be a fine ship, and another Alcoa—the SS J. W. Cullen.

We won't be seeing much more of the Cavalier in New York, however. After two more cruises from here she is going to run from Mobile on a 14-day instead of a 17-day schedule.

One of the nicest payoffs we've had in a long time was on the SS Steel Mariner, Isthmian. She came in under the full agreement and there was nothing on her that couldn't be squared right then and there. Perhaps she was a sign that Isthmian is beginning to learn the score the SIU way.

However, a second Isthmian, the SS Cape Elizabeth wasn't quite so good, so we'd better reserve judgment for while. The Elizabeth had some disputed hours we had to fix up, and plenty of logs we had to adjust.

Of course, some of the logs were legitimate, but some we could lift or at least reduce.

The Seatrain New York ar-

rived in good shape. She will have new SIU-approved bunks installed in all foc'sles before she goes out again. This is part of the program to rehabilitate all four of the Seatrains in line with SIU standards.

It's been a busy week here, as you can see. The Patrolmen have been kept on the run. Nowadays they are handling their own office work and, in addition, we have the UFE beef in New York.

HOLDING STRONG

The UFE is still holding strong, putting up a magnificent fight to change the slave conditions in Wall Street. And the SIU is still all-out to back up those girls and guys, no matter what the police say or do.

One little bit of advice we'd like to hand on is this: Learn and know the number of your book or permit.

If you ever lose your book or permit and come up to the Sixth Deck in New York to replace it, you are going to get a lot swifter service when you know the number.

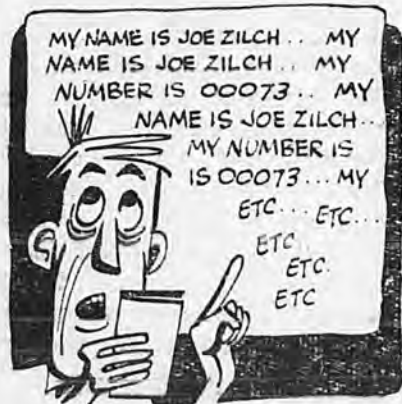
Otherwise, a lot of time-consuming cross-checking and clerical what-not is required while you stand around waiting. Make it easier for yourself by knowing that number.

Another thing we have to harp on is the overtime rule. Get this straight: To collect overtime you must put in for it within 72 hours of the time when you finish the work. Best time to put in for it is right away.

Now that the referendum ballots have been counted, and we know that all four resolutions passed overwhelmingly, we have a further comment to make.

One of the resolutions bars shipboard promotions—except in emergencies. We think that idea ought to be built up to prevent a man from registering for more than one rating.

Suppose a man registers "all ratings" for the Black Gang—to



pick an example out of the air. If he does he can block an Oiler or a FWT or anybody else out of a job.

Let the man pick one job that he really wants and throw in for it when it comes up. In other words, let's be fair to everybody on the list.

Incidentally, what do you fellows think of this suggestion? Write in to the LOG and tell us your ideas on this subject.

Philadelphia Faces Shortage Of Rated Men

By LLOYD GARDNER

PHILADELPHIA — Spring has finally come to this City of Brotherly Love. Spring and rain, and lots of ships.

Some of the ships are in transit, but others put in here to payoff and sign-on. There were three payoffs last week: the SS Steel Ranger and the SS Steel Admiral, both Isthmian, and the SS Cape Mohican, Mar Ancha.

All payoffs were clean, and whatever minor beefs existed were squared away before the men signed off.

There is still a shortage of rated men in the port, and the situation is getting worse. From the looks of things right now, next week's shipping will take what few men we have on the beach.

RELAX IN HALL

Now that we have furniture in our Hall, the men are better able to enjoy what little time they have on the beach. The television set is in fine order, and the members can relax while watching a hot baseball game.

Don't forget, when you are in Philly come down to enjoy all the comforts in the Hall.

All the boys who have passed through here in transit send their best wishes to the men who are helping the United Financial Employees, and every single one of them would like to be able to do his bit.

That's the real SIU spirit, and the men who can't picket have been hitting the kitty with do-re-mi so that the strike doesn't drain our treasury.

Shipping Lull Hits Galveston

By KEITH ALSOP

GALVESTON — We wish we could report differently but the truth is the truth. Shipping is pretty bad down here and, from the looks of things, it won't improve for quite some time.

That warning should be enough to stop men from coming here to ship out. When conditions improve, we will be only too happy to have the news broadcast in the LOG.

There were no payoffs or sign-ons last week, and so we had no beefs to square away or settle. We had no unorganized ships touch Galveston lately, and consequently there's no report on that situation either.

FULL SUPPORT

The Carmen and Maintenance men of the Railroad Brotherhoods were out on strike for sixteen hours last week, and we volunteered our full support. The strike resulted in the complete shutdown of the waterfront, affecting some 3,000 workers.

We have a few oldtimers on the beach: H. Arnold, M. Sovich, R. Hutchinson, J. Martin, J. Capps, and J. W. Reilly.

The membership in this port is vitally interested in the strike of the United Financial Employees. If they could, they would all be up on the Wall Street picket-lines.

Our men have been contributing generously to the fund for the strike, and we'll continue to do so until it is over. This is our fight, and we know it damn well.

Ala. Seamen Get Jobless Pay Runaround

By CAL TANNER

MOBILE—The unemployment compensation picture for Alabama seamen is not too good at this time. Whenever a seaman applies for UC here, the company appeals it and claims that the seaman quite his job of his own accord and is not entitled to compensation. This necessitates going to an Appeals Court and it takes two or three weeks before a decision is rendered.

The Union has been representing these men, and we will know in a few days whether or not the men are eligible.

Shipping in this port has continued fair and approximately 100 bookmen and 85 permitmen shipped last week. There are about five ships in port now, and they will all take crews next week, so we should be in good shape for the next little while.

Eight ships paid off last week, with only minor beefs on all except the SS Warrior, Waterman Steamship Company. The Mate on this vessel worked on deck, and the company had to pay the



overtime to the crew because pictures were produced showing Mate hard at work.

GOOD PAYOFF

The payoff on the St. Augustine Victory, Isthmian, was especially smooth. This was the ship that had all the ballyhoo about the crew being charged with mutiny on her last trip.

The Chief Engineer, W. F. Leavitt, was recommended by the whole crew as being a good "joe."

We also had six ships in transit this past week. All of them were contacted, and some small beefs were settled.

On the organizing front there is not much to report. A few of the men have succeeded in getting jobs on Cities Service

tankers out of Jacksonville and Louisiana ports. Our tugboat drive is still going strong, and we are waiting for action on our last appeal to the Labor Relations Board.

MORE JOBS

The butterworth jobs hereabouts have just about played out, but they sure helped the membership on the beach while they lasted. The shore gangs of the Marine Allied Workers of the SIU are looking for a lot more work in the near future.

Our Union had a thirteen-man delegation representing them at

the Alabama State Federation of Labor, and the boys really learned the true picture of the State labor set-up. Incidentally, they enjoyed themselves.

Main topic of conversation in these parts is the United Financial Employees' strike. Our membership has gone on record many times to support these people, and we hope that, in the near future, they win the strike and gain the recognition they deserve.

Those of us down here who can't get into the fight physically are donating money and supporting the UFE in spirit.

Port Baltimore Losing Jobs To Boneyard

By WILLIAM (Curly) RENTZ

BALTIMORE—We have had a few payoffs, 10 to be precise, and a handful of sign-ons. But the fact remains that shipping in this port is slow and the beach is full of men waiting for jobs.

So take another tip from us and stay away until we tell you that things are stirring.

We don't know any more than anybody else what the final effect of the Marshall Plan will be, but right now ships are still going to the boneyard. For instance, three Bernsteins paid off here and went right out of service.

The whole situation keeps us wondering whatever became of that huge merchant fleet the United States was going to keep right on maintaining after the war was over? Or did all that bright talk add up to so much hot air?

OLD STORY

Of course, it's the same old story: a big American-built, American-operated merchant marine in wartime with American seamen running full military risks—without benefits—and then, when peace comes, a wholesale scuttling.

That's the way they did it after the first war, and that's the way they're doing it this time. Or at least they're trying.

Of course, we stopped the Maritime Commission from selling any more ships, at least for the time being, and we won

some kind of a deal on the Marshall Plan. But with ships still heading for the boneyard there is no cause yet for any cheering.

Nobody has anything against the countries that got the ships. Those countries are pretty much down and out. But that is no reason for throwing American seamen out of their jobs.

If we were good enough to sail ships against submarines, mines, bombing planes and shore batteries, in addition to the normal perils of the sea, we are good enough to carry the cargoes of peace.

FIRMNESS WINS

Perhaps the whole thing is part of the fight to throttle labor. If so, labor will beat its enemies. The coal miners already have shown that if working men will stand together they can beat the injunctions, fines and other obstacles the lawmakers and the union-hating judges can drum up.

That is the way it is in the UFE beef in Wall Street. And we want to say from here that the UFE and the SIU have done a great job fighting the governors of the Stock Exchange and the stock brokers.

Don't forget that a couple hundred men from this port volunteered to go to New York and walk the lines to the end. That's the SIU way. When the Union takes a stand everybody comes around to help. Those who can't wish they could.

To get back to business in the Port of Baltimore, we have had quite a few beefs on some of the

Bernstein ships, not on every one of them because some of them come in clean.

The trouble seems to be that the Mates and Engineers don't



understand the overtime clauses in the agreement. However, we always square everything at the point of production.

We had one ship, the SS G. D. Prentice belonging to Waterman, which came in from the West Coast still dirty. She had been dirty at the sign-on, the crew said, and they had done their best to clean her up.

WORD OF WARNING

Fact is they had done a pretty good job, leaving only the painting for the next crew to finish up. The Skipper said that the previous crew had shown no interest at all in keeping things shipshape, and it's a wonder the boys who brought her into Baltimore signed on at all.

Remember this: When a man takes a ship he is taking a home, and his duty to himself and to his Union is to keep that home clean. Any man who is reported in Baltimore as having refused to keep things clean will face a trial committee, you can be certain.

The result of the referendum balloting in this port is good news. The boys voted heavily in favor of both assessments and of both changes in the shipping rules. With those two 10-dollar assessments piling up we'll be ready for anything that happens.

On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.

The Patrolmen say

No "Payoff Blues"

NEW YORK—It used to be a real "Blue Monday" when the Alcoa Cavalier hit this port after her 17 day run to the Islands, but that was long ago. When one of us Patrolmen was assigned to pay her off, he resigned himself to a day of bad tempers, haggling and hardtinting by the company and the ship's officers.

The past half-dozen trips have been entirely different.

A firm policy of battling all the

way down the line on crew beefs has finally convinced the company that they were pursuing the wrong policy. The ship's officers, too, have come around to a new position.

The return of the Cavalier to port this week again proved that the SIU has earned the company's respect. They didn't pull any of their time-worn capers.

To pay her off has become a pleasure. She is a nice new ship and should, because of the milk run, be an easy one to handle—she is that now.

This trip she paid off clean and signed on in the same fashion. We settled a few minor beefs for the crew and left them as contented as the cows who give Carnation milk.

PLEASED BY VOTE

The men showed a great deal of interest in the passage of the four resolutions and most of them wanted to pay their assessments immediately to get the ball rolling.

The fine delegates have a lot to do with the change aboard ship. They are all capable men and know the agreement inside out. It is a very tangled beef that escapes their handling. Delegates such as these aboard all ships would eliminate the majority of contract misunderstandings Patrolmen encounter.

Yes, things have changed on the Cavalier and for the better. Housewives may still have "washday blues" on Monday, but "payoff blues" on the Cavalier are no more.

Freddie Stewart
Jimmy Drawdy

Miners' Record Shows Value Of Militant Action

(Continued from Page 1)

now supplied by the employer, instead of by the miner.

3. One hour per day for travel time, paid for by the company, and 81.5 cents a day for lunch.

4. Pay differentials between the North and South have been eliminated.

5. Extra pay for the second shift, and a further increase for the night shift.

6. State compensation for mine accidents applicable in all States now, but not compulsory in all States in 1940.

7. A welfare fund of \$50,000,000 a year.

TRIPLE ADVANCE

The average take-home pay in 1940 was \$30.00 in the North and \$28.00 in the South, per week. Now it is \$84.82!

The employers, and the newspapers, have blasted Lewis and the miners unmercifully. The courts have supported the bosses, and have harried the union on all sides.

Even so, the union has advanced the cause of the miners. Economic action at the point of production—a principle to which the Seafarers, also, firmly subscribe—has won benefit after benefit for the miners.

The proof of the pudding is in the eating, and the press and the government and the bosses notwithstanding, the miners and their families are eating better today, thank you.

Boston Blasts Union-Busting Politicians

By WALTER SIEKMANN

BOSTON—We see by the papers that England is having a shipping boom. In fact, the British unions are crying for more seamen to keep up with the demands of the surging maritime industry.

There sure is some difference between things in England and things in the U.S. Over here the beef is jobs and pork chops.

Certainly the Boston outlook is a little gloomy because there is no prospect of many jobs showing up on the board.

Men on the Boston beach are beginning to talk pretty loudly about the shortsightedness of politicians, who are more bent on union-busting than on building up the maritime industry—or any other industry for that matter.

You can blame the politicians for what the police did to members of the UFE and the SIU in

Wall Street, and to the Packing House Workers in Kansas City.

There in Wall Street our men were beaten on three occasions by cops who were in there swinging their clubs with animal-like frenzy, because of a situation which the politicians could have made unnecessary in the first place were they not mainly intent on breaking up the unions.

CAN'T BREAK US

We don't think they are going to break any unions, however, and we know for certain that they are not going to break the SIU.

First hand accounts of the Wall Street affair have loomed large in conversation around the Boston Hall in recent week. Quite a few members from here were in New York doing strike duty. They did a good job, and they report that everybody else has been doing a bang-up job backing up the Financial Employees in

their struggle to abolish slavery in downtown New York.

Getting back to Port business, we paid off the J. B. Waterman. She was a good clean ship. The only beefs we found were minor ones easily squared away to everybody's satisfaction.

The Mate of the Steel Mariner, which was in here, tried an old trick. He fired the Ship's Delegate on arrival, giving no reason.

But it didn't take the Patrolman long to find out that the man was getting the heave for Union activity, and you can rest assured that neither the Delegate, nor anybody else, was fired from that ship.

Because of the prospects, plan to spend some time if you are coming to Boston. It's not so bad if you have a bit of cabbage.

The nags are running at Suffolk Downs. And you can catch a good ball game most any day 20 minutes from the Hall.

Minutes Of A&G Branch Meetings In Brief

NEW ORLEANS — Chairman Johnny Johnston, 53; Secretary Jimmy DeVito, 185; Reading Clerk Buck Stephens, 76.

Motion carried to concur in new business of all branch minutes except Philadelphia. Motion by Michelet, 21184, seconded by Stephens that Union reaffirm previous stand in supporting the United Financial Employees 100 percent financially, morally and physically. Motion carried unanimously. Motion by Carter, 100735, that due to discussion by various ports regarding port of San Juan, the Secretary-Treasurer be instructed to investigate the port and bring back a recommendation. Motion carried unanimously. Motion by Clarke, 23062, seconded by several that all ports carry out the policy of recording in the minutes a man's book number when he makes a motion. Under good and welfare discussion was had on crew boys cooking in galleys of Mississippi ships while in Africa. It was pointed out that the company had agreed to discontinue the practice.

NORFOLK — Chairman M. Burnstine, 2257; Secretary B. Rees, G-95; Reading Clerk J. Linkous, 41544.

Branch minutes of all ports read. Motions carried to non-concur with new business of San Juan and Tampa. Agent reported on shipping situation. General feeling was that it would take a couple of weeks for shipping to start after the coal strike. Trial committee reports accepted. Patrolman reported on expecta-

A & G Shipping From April 7 To April 20

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	33	25	24	82	26	15	21	62
New York	162	193	241	596	163	186	126	475
Philadelphia	102	62	47	211	58	42	28	128
Baltimore	226	171	115	512	158	129	93	380
Norfolk	160	92	91	343	87	55	55	197
Savannah	49	27	23	99	45	23	24	92
Tampa	34	31	24	89	47	41	21	109
Mobile	96	83	72	251	115	118	78	311
New Orleans	183	117	138	438	209	115	137	461
Galveston	86	56	50	192	75	54	32	161
San Juan	14	10	11	35	10	8	7	25
Grand Total	1,145	867	836	2,848	993	786	622	2,401

NOTE: A&G men shipping on the West Coast are not included in this report.

tions for port shipping as a result of the Marshall Plan. He felt that there still was a possibility of American ships losing out to lower foreign rates.

GALVESTON — Chairman Keith Alsop, 7311; Recording Secretary Val James, 7803; Reading Clerk Mickey Wilburn.

Galveston minutes and financial report read and accepted. Secretary-Treasurer's report read and approved. New Business sections of other branches read and accepted except for those from Puerto Rico and Tampa. Voted non-concurrence with Puerto Rico minutes, and with that part of the Tampa minutes pertaining to Deck Engineers having three years of Engine Room discharges. Accepted Agent's report, SUP Representative's report, Patrolman's report and Dispatcher's report. Tallying

Committee disclosed that branch had voted overwhelmingly in favor of the two 10-dollar assessments and the two changes in the shipping rules. Tally approved. One man obligated. Voted that crews of Mathiasen Tankers pay off only with Union representative present. Minute of silence for Brothers lost at sea.

SAN JUAN — Chairman J. Lincoln, 35046; Secretary George 28475; Reading Clerk H. H. Spurlock, 11101.

Motion carried to non-concur in that part of the New York minutes concerning the closing and tallying of votes on the four point resolution. Motion carried to non-concur with that part of the Philadelphia minutes relating to the issuance of permits and tripcards on this port. Motions carried to accept the minutes of all other branches. Under good and welfare discussion revolved around situation aboard Pipe Springs. Ship had sailed short two men although they were sent to the ship. Men could not sign on because the Commissioner and the doctor did not appear. Membership recommended that the Agent contact the Shipping Commissioner and make arrangements so this will not recur.

BALTIMORE — Chairman Al Stansbury, 4693; Recording Secretary G. A. Masterson, 20297; Reading Clerk Ben Bishop, 36200.

Eleven men obligated. Accepted Baltimore previous minutes and Baltimore financial report. Also accepted report of Secretary-Treasurer. All other branch minutes accepted except those from New Orleans, Tampa and Puerto Rico. Voted non-concurrence with New Business at Tampa and Puerto Rico and to await clarification of New Business at New Orleans. Voted to post and file Great Lakes and West Coast minutes. Tallying Committee reported that branch had carried all four resolutions on referendum ballot including both assessments and both changes in shipping rules, and report accepted. Patrolmen and Dispatcher reported. Under New Business, carried Vlodok's motion to have fountain in Dispatcher's office repaired. Minute of silence for Brothers lost at sea.

PHILADELPHIA — Chairman Thomas Freeman, 100681; Recording Secretary F. D. Patterson, 89; Reading Clerk William Luth, 896.

Minutes from all branches except Puerto Rico read and ac-

cepted. Carried motion by Pohle to non-concur with Puerto Rico New Business. All minutes of special meetings also accepted. Voted to post and file minutes from Great Lakes and West Coast. Agent's report given and accepted, as were Patrolman's and Dispatcher's reports. Motion by Pohle that SIU continue full-fledged support of UFE beef in New York, seconded by several and carried unanimously. Extended discussion of problem of getting new Hall in shape. Accepted Trial Committee's recommendation to fine man \$25 for missing Isthmian strike. Voted to prefer charges against two other men. Minute of silence for Brothers lost at sea.

MOBILE — Chairman Harold J. Fischer, 59; Reading Clerk Jeff Morrison, 34213; Recorder James Carroll, 14.

Motion carried to accept reports from the various branches. Motion by Franks, 2634, seconded by several, that any man who signs on articles and jumps articles be penalized. Motion carried with three members recorded as being opposed. Motion by J. Morrison, 34213, that a trial committee be elected to try cases at hand. Motion carried. Motion carried that the Bosun of the Wild Ranger be investigated by the membership and that the Patrolmen be instructed to go to the ship and investigate. Motion

BOSTON — Chairman J. Mogan, 216; Secretary J. Goggins, 27531; Reading Clerk L. White, 27165.

Motion carried to accept minutes of all ports. Agent, in his report, commented on the SIU participation in the UFE strike and commended those brothers from Boston who entered into the strike on the lines. Motion by George S. Bakas, 35398, that Headquarters send a weekly financial report to all outports on what was spent in supporting the UFE strike. Motion carried. Motion by G. Pearson, 48113, to nonconcur with that part of Tampa minutes calling for Deck Engineer to have same qualifications as Bosun. Motion carried. Motion carried that SIU see the UFE strike through to the finish, and in the future, all beefs that do not pertain to shipping be put before the coastwise membership as was done in this case.

NEW YORK — Chairman Wm. McCuistion; Secretary E. Parr, 96; Reading Clerk, L. Williams, 21550.

Director of Organization reported that the organizing staff has signed another tanker agreement and details will be carried later in the SEAFARERS LOG. Union has been notified that all Cities Service objections have been overruled and the SIU will shortly be certified as the collective bargaining agent. Rules for supporting the UFE strike were reported on. Due to action by the SIU the strike remains as vigorous as it was the first day. Reported that over 60 Seafarers have been arrested and 16 hospitalized due to police brutality. Secretary-Treasurer reported on contract signed with Calmar, but as full details are not ready membership action was not asked. Secretary-Treasurer further reported progress in negotiations for establishing SIU shore gangs in all A&G ports.

Two New Ships Join Ore Fleet, Will Run To Venezuelan Port

The SIU-contracted Ore Steamship Corporation will augment its fleet of bulk ore carriers with two new vessels scheduled to begin operations by the end of summer.

The additions will bring to eight the number of ships which will be engaged in bringing up ore from the company's Venezuela development next year.

Six Ore ships are already in service between Chile and the United States. They are the Ventore, Chilore, Marore, Felto, Lebores and Santore.

The first of the two, the Cubore, launched on Feb. 18, is scheduled to begin operations in June, and the Baltore, which hit the ways on April 16, should be ready for service by the middle of the summer.

The new development in Venezuela, when it opens next year, will provide for the loading of 2 million tons of iron ore annually.

LARGEST BUILT

The two new ships, like the other six postwar vessels, are the largest ever built in the company's Bethlehem yards at Baltimore. The ships have an overall length of 582 feet, and a beam of 70 feet.

Each will be able to carry approximately 24,000 tons of ore. The vessels have a 16-18 knot cruising speed under full load.

Those of the new vessels now in operation, according to a company official, are presently completing the 8,700 mile round

trip between Sparrows Point, Maryland and Chile, via the Panama Canal, in twenty-four days. This includes a normal loading time of between one and a half and two and a half hours, and an unloading time of about twenty-four hours.

At this accelerated rate, each vessel is bringing in approximately 300,000 tons of ore a year from Chile. In the shorter run to Venezuela they are expected to more than double this annual capacity.

BIG CONTRAST

An illustration of the difference the new ships will make in operations is the present routine and capacity of the two pre-war Ore ships. These make the round trip to Chile in thirty-eight days, carrying about 10 percent less ore than the new ships.

SIU deck men going aboard these ships will find that loading and unloading operations on the new ships are handled entirely by shore equipment, and every means has been provided to expedite leading and discharging.

Holds and hatches are arranged so that hand shoveling is completely eliminated. However, in spite of the new equipment, and methods, the present normal loading time cannot be cut any further because it is governed by the amount of ballast in the vessel at the beginning of the voyage, and the speed with which this ballast can be pumped out.

New Tanker Wage Scales

Following are the new wage rates as established in the recently signed contracts with Tanker Sag Harbor Corporation and Petrol Tanker Industries, Incorporated, compared with wages under the old agreements:

Rating	Old Wage	New Wage	Increase
Bosun	\$245.00	\$270.00	\$25.00
Carpenter	245.00	270.00	25.00
AB	205.00	220.00	15.00
QM	205.00	220.00	15.00
AB Maint.	220.00	235.00	15.00
OS	175.00	185.00	10.00
Electrician	328.00	350.00	22.00
Chief Pumpman	285.00	290.00	5.00
Engine Maint.	245.00	265.00	20.00
Oiler	205.00	220.00	15.00
FWT	205.00	220.00	15.00
Wiper	195.00	208.00	13.00
Steward	265.00	285.00	20.00
Chief Cook	245.00	265.00	20.00
Second Cook and Baker	215.00	230.00	15.00
Galleymen	175.00	185.00	10.00
Messman	170.00	185.00	15.00
Utility	170.00	185.00	15.00

OVERTIME RATES:

Less than \$223.23 a month: Increased from \$1.10 to \$1.15 per hour
 \$223.23 or more a month: Increased from \$1.40 to \$1.45 per hour



SHIPS' MINUTES AND NEWS

Hard-Time Skipper, 'Vacation' In Beira Spoil Trip For Wesleyan Victory Crewmen

By RED FISHER

The SS Wesleyan Victory sailed out of New York for South Africa on November 15, 1947, with a good bunch of shipmates aboard, and paid off on April 12, 1948 with all beefs settled. But the SIU Patrolman had to put up a good battle with Danish-born Captain J. N. Rasmussen to get everything properly squared away.

At the beginning of the trip, the Captain was a happy-go-lucky Skipper, but later on things changed. Toward the end there was nothing he wanted so much as a new crew, preferably one whose members were broke and had three notches in their belts.

On the way down to Capetown and Durban the Captain even allowed the crew to have a Neptune party. Not only that, but he gave King Neptune and the whole group including the victims a little spiked refreshment.

FLOCK OF ROBINS

There were five Robin ships in Durban including ours, and one night most of the boys from all five of them were at the Club Mayfair, the main spot in Durban for shoreside relaxation.

This party kept going until about 11 o'clock and everybody was having a grand time. To make things complete all of us stood up for a minute of silence for Brothers lost at sea.

In short, we had a nice few days in Durban. The SIU is pretty well liked by the girls of Durban and other ports in South Africa. The girls seem to like to go places with the Seafarers.

It was when we left Durban that the Captain had his change of heart.

Of course, to give him credit,

he did get the officers and crew a case of beer apiece at a low price and let everybody have a case whether he liked beer or not. Those who didn't like it passed theirs around.

The next port of call was Lourenco Marques on the coast of Portuguese East Africa where we stopped for five days before proceeding to Beira for a brief visit of 76 steaming days.

FISH STORY

A few of the boys started to fish one day. In the beginning they didn't catch very many, but all of a sudden when the tide changed the fish got hungry and took to biting hook, line and sinker. The boys caught 50 in 30 minutes.

Part of the cargo which we picked up in Lourenco Marques to take to Beira was big 30-ton diesel shovel consigned to the Beira Boating Company. When they set it up the first thing it did was throw a lot of natives out of jobs.

The port doctor in Beira sure was a good fellow—by and large. He was a little needle-happy, to be sure, and insisted on shooting everybody full of penicillin, but he liked the SIU crews and did his best for them on every occasion.

Naturally the crew was as happy a bunch as ever you wanted to see when the Wesleyan finally pulled out of Beira, homeward bound.

A lot of work got done by the Deck Department, notably a great deal of chipping and painting. We painted the outside of the ship as well as the super structure and used an extra big amount of paint to give her a third coat making her look like a yacht.

We could make only 13 knots

on the way home after having one boiler re-bricked and some other engine repairs in Durban. This repair work meant that we spent an extra week in Durban the second time we stopped there.

HELL SHIP

All the way home the Wesleyan was a hell ship for fair. But every dog has his day and the crew stuck together to wait for that day to come.

Most of the logs were lifted eventually when the Patrolman came aboard in New York. However, we had to hold up the payoff a little to get some disputed overtime we had coming. Here is an example of the kind of thing that happened.

The Captain had the Junior Engineer put in jail in Beira but brought no charges against him.

The crew called a meeting to take steps toward getting him out. Our only representative there was the British Consul who handles American business. We got in touch with the Consul who took fast action and had the man out as 10 o'clock the following morning.

The Captain never had the time to talk to the properly elected delegates. He refused to listen to the Night Cook and Baker and didn't want him for a department delegate. This made it somewhat tough since there were only three bookmen in the Stewards Department. For the sake of peace the boys elected a new delegate, however.

HARD OF HEARING

Sometimes he would listen to the Ship's Delegate and sometimes to the Deck Delegate, but not always. In addition he tried to give the SIU Patrolmen a hard time at the payoff.

When we paid off we ran smack into the UFE beef. We were glad to come to the help of those people and we chipped in 350 dollars to help out.

FRANK RUTKOWSKI, SIU SINCE 1938, DIES IN HAMBURG

Seafarer Frank Rutkowski died in Hamburg, Germany, on March 23 after a brief illness, according to a letter received from Brother Louis Hedin, Deck Delegate of the SS Thomas F. Hunt on which Rutowski was sailing.

Rutkowski was a good shipmate well liked by the entire crew, Hedin writes, adding that the American Consul in Hamburg handled all arrangements with efficiency and sympathy.

The 51-year-old Seafarer had been an SIU member since December 1938 and had shipped on the Thomas F. Hunt in San Francisco on February 12 this year.

Rutkowski is survived by his widow who resides in New Orleans. According to Headquarters records he was born in 1897 and had a Bosun's rating.

WANT UNION SLOPS FOR UNION MEN



Part of the crew of the Governor Graves, Waterman, which went on record to support the SS Southwind's resolution calling for a Union certified slopchest. Front row, left to right—Seelig, AB and Deck Delegate; Stowell, Deck Maint.; P. Ryan, Deck Eng. and Ship's Delegate; Dutch, AB; and Junior, OS. Back row—Chief Cook; Mell, MM; Stokes, Oiler and Engine Delegate; Brewer, Wiper; Russo, Messman; Marcel, Messman and Stewards' Delegate; Dell, Wiper; and Chief Steward.

Sparks Crew Asks SIU To Certify Slopchests

The slopchest situation seems to be getting worse instead of better on a good many ships. Latest crew to ask for intensified Union policy and action on the problem is that of the SS Governor Sparks, now on Waterman's Far Eastern run.

In an emphatic resolution drawn up and passed at a shipboard meeting early in March, the Sparks crew demanded that only articles made by union labor be carried in slopchests and that all slopchests be certified for quality by the SIU.

The Sparks crew was inspired by a similar resolution passed aboard the SS Southwind, South Atlantic, which was published in the LOG of January 9.

WANT UNION LABEL

The complete text of the resolution, which was signed for the entire crew by Pat Ryan, Ship's Delegate, is as follows:

"BE IT RESOLVED:

"We the crewmembers of this ship do hereby go on record to endorse the resolution of the crewmembers of the SS Southwind 100 percent in their recommendation for a Union certified slopchest on all SIU-contracted ships.

"There is hardly a ship afloat today on which a man can demand and receive any article of clothing or anything else from the slopchest that has a union label on it.

"We believe that this matter, which has come up so much lately, should be voted on up and down the Coast.

"BE IT FURTHER RESOLVED:

"That we the members of the Seafarers International Union demand of the companies that they place on board their vessels merchandise of a good quality, and

that it be union made. It should also be remembered that we as Union Brothers should whenever possible support and purchase union made articles.

"We firmly believe that before signing articles all ships' crews should have all delegates check the articles in the slopchest to see that they are of a good quality and that if possible they have a union label and are not made by scab labor.

"If the articles are not up to SIU standard they should be sent ashore to be replaced by good union made articles. By this action we can prevent ship chandlers, port stewards and their stooges from passing off merchandise of inferior quality and products made by scab labor.

"BE IT FURTHER RESOLVED:

"That the crewmembers of the SS Governor Sparks go on record as being 100 percent in favor of any action that is taken by our shoreside representatives or the membership on this resolution."

STANTON PATIENTS THANK SEATON MEN FOR DONATIONS

The donation sent to the members in the Fort Stanton, N.M., hospital by the crew of the SS William W. Seaton was happily received, according to a letter of thanks that came to the New Orleans Agent from Hospital Delegate John P. Williamson.

The donation was divided equally among the following seven men:

Robert B. Wright, C. Middleton, A. McGuigan, J. Supinski, R. S. Lublin, F. V. Chamberlayne, and John P. Williamson.



Displaying their catch, which would make any fisherman proud, are Irish O'Hanlon, AB; A. C. Smith, Chief Steward, and A. Whitmore, Wiper. Thirty minutes of angling in the port of Beira produced fifty fish. Our field and stream editor identifies 49 as Jackfish and the one at the bottom as a small sand shark.

Digested Minutes Of SIU Ship Meetings

RICHARD MOCZKOWSKI.
Feb. 8 — Chairman Frank Richardson; Secretary R. Rife. Delegates reported everything okay. New Business: Motion made to find out why wash water is shut off so many times. Good and Welfare: Brother Hogan objected to the hardness of the bread brought aboard in Philly. New set-up in galley tried out and reported to be working out much better. One minute of silence for Brothers lost at sea.

GEORGE CHAMBERLAIN.
Jan. 8 — Chairman W. McLean; Secretary A. Klein. M. Kelly Deck Delegate, reported on number of book members. McClellan Stewards Delegate, reported on book members and asked that men replace cups and silver in sink after night lunch. F. Fisher, Engine Delegate, reported two book members in his department. Good and Welfare: D. Wares suggested that each delegate submit a repair list. H. De Ruyter, Steward, addressed the meeting in which he said there would be no limit on food while it lasted.



DEL VIENTO, April 4—Chairman Bill Mitchell; Recording Secretary Fred Miller. Departments reported plenty of overtime in dispute. Miller moved, Olney seconded, carried, that cooking facilities be installed for African shore workers. Miller moved, Domingue seconded, carried, that four months food be carried on African run. Kelly moved, Gonzales seconded, carried, that status of African crews working Mississippi in West Africa be clarified. Voted to check Engineers' disregard for Electricians. Voted that Pursers on African run learn more about treating tropical diseases.

MATTHEW B. BRADY, Mar. 28 — Chairman E. J. Shipps; Secretary R. J. Wells. Ship's Delegate warned men using starboard showers to keep them clean. Deck and Stewards Delegates reported some disputed overtime. Deck Delegate said he would turn in to Union names of men who fouled up their gangway watch. Engine Delegate reported all okay. Voted to have repair list ready. Jones, Hill and Cook volunteered to sougee recreation room. Minute of silence for Brothers lost at sea.



LONGVIEW VICTORY, Mar. 28 — Chairman John Driscoll; Secretary Robert Aiu. Charges against Brother read by Vasquez. Article in LOG read by Driscoll. Motion by Rhone seconded and carried that charges against Brother are not serious enough for trial committee. Voted to hold payoffs until settlement of all beefs. Minute of silence for Brothers lost at sea.

SUZANNE, April 4 — Chairman F. Cornier; Secretary Meximo Murphy. Department delegates reported all shipshape. Motion by Rothmere, seconded by Borofont, for non-concurrence in Galveston motion to close San



Juan. Voted to turn over repair list to heads of departments. Minute of silence for Brothers lost at sea.

STEEL RECORDER, Mar. 24—Chairman John A. Sullivan; Secretary Edward DeBourbon. Repair list turned over to secretary. Deck Delegate report 20 hours in dispute, other delegates report none. Union literature passed out and various question discussed. Milk supply, repair list, food supply discussed under Good and Welfare. Some food to be saved to show Patrolman. Steward and Cooks promised to do better. Minute of silence for Brothers lost at sea. Ship's and Engine Delegate Sullivan; Deck Delegate E. Andersen; Stewards Delegate Grunwald.

MARINE RUNNER, Mar. 7—Chairman Kenneth Carlson; Secretary Bernard Kelly. Deck Delegate asked his department to keep quarters clean, said Captain had complained. Engine Delegate reported a few disputed hours. Voted to hold up payoff until matter of tax withholding settled, company rate being thought too high. Voted to bring anybody drunk at payoff up on charges. Voted that if the Captain and Steward wanted the bad meat cooked, the Cook should see that the two of them and nobody else got it to eat. Suggestion to adjust overtime and time changes. Minute of silence for Brothers lost at sea.



ROBIN GOODFELLOW, April 4 — Chairman Nick Swokle; Secretary Arthur Wert. No beefs at all reported by department delegates. Pasinesky's motion to put in for new washing machine passed. So was Swokle's motion to see Mate about keys to rooms and Longfellow's motion to see that store list be made and stores procured before crew leaves ship. Passed motion that ship be fumigated to get rid of homesteading roaches and lice. Elected J. Dodge Ship's Delegate. Deck Delegate Swokle; Engine Delegate Stuntebeck; Stewards Delegate Buleca.

STEEL VENDOR, Mar. 7—Chairman T. Tuars; Secretary J. K. Cann. S. Jandora elected Ship's Delegate. Department delegates said no beefs to report. Voted Stewards stores, hospital supplies and slopchest be checked by delegates and Patrolman before departure. Ships minutes plus pictures to be mailed to N. Y. at first port touched. Electrician to fix all fans. Steward to improve night lunch. Various

matters discussed under good and welfare. Minute of silence for Brothers lost at sea.

STEEL SURVEYOR, Mar. 28—Chairman W. Schoenborn; Secretary Thurston J. Lewis. No department beefs, but crew short a dishwasher. Chips moved to clean mess and wear shirts. Voted to have delegates make up rules of shipboard conduct. Passed motion by Lewis that Ship's Delegate not needed since department delegates could handle matters. Electrician suggested that question of draws be settled. Also that stores be searched for deck awnings and cots. Minute of silence for Brothers lost at sea.

VIRGINIA CITY VICTORY, Feb. — Chairman A. Campbell; Secretary G. Maslaroy. Delegates reports accepted. New Business: List of fines for minor infractions drawn up and approved. Motion carried that a letter be written to the LOG praising the cooperation of 1st Assistant Engineer Walter P. Carlson. Good and Welfare: Brother McCormack to be put on probation due to his inability to cooperate with his shipmates.



JOHN HATHORN, Feb. 22—Chairman Spider Korolia; Secretary John G. Brady. Deck Delegate Ernest Janosko reported all okay and was given vote of thanks for job well done; Stewards Delegate Emmett Barrios reported one hour of overtime in dispute; Engine Delegate R. L. Trumbull reported several hours of disputed overtime. New Business: Motion by D. D. Story that repair lists of all departments be merged and a copy be presented to head of each department. Motion by Sylvera that a new meat block and grill be put aboard. Motion carried that ship's delegate see Captain regarding fares paid for launch service while in Manila.

ALCOA PEGASUS, Feb. 21—Chairman William Hope; Secretary J. P. Morris. Good and Welfare: Suggestion to pick up all books and place them in rack in the P. O. mess. Suggestion for Stewards Department to put in overtime for going in engine room spaces to bag and count linen. Suggestion made that ship's delegate check with Patrolman as to possibility of changing ship's plan according to original specifications. One minute of silence for Brothers lost at sea.



MALDEN VICTORY, Jan. 1—Chairman Arne Larsen; Secretary Walter J. Walsh. New Business: Motion carried to have flushometer checked. Men wishing to pay off on the West Coast to notify their respective delegates so that replacements can be secured and possible mutual payoffs arranged. Report on slick radio salesman who boarded ship and sold radios to several members of the crew for \$75. Radios could have been purchased in Philly for \$45. One minute of silence for lost Brothers.

SEAFARER SAM SAYS:

SOME CHANGES
HAVE BEEN
MADE!

THE PROPOSED CHANGES IN THE SHIPPING RULES HAVE BEEN ADOPTED BY THE MEMBERSHIP BY A 92% YES VOTE. READ AGAIN THE NEW SECTIONS OF THE RULES — AND THEN READ THE ENTIRE THING. REMEMBER, THESE ARE THE SHIPPING RULES WE OURSELVES HAVE MADE AND THE RULES WE SHIP BY.

THEY ARE PRINTED IN FULL FOR YOUR CONVENIENCE ON PAGE 16 OF THIS ISSUE.



CUT and RUN

By HANK

From Walter Winchell's column of April 14, it says: "Years ago slaves, instead of stocks and bonds, were bought and sold on Wall Street"... Today, with the Stock Exchange big-shots cheaply prolonging the UFE strike, it looks like they class their financial employees in the category of stocks, bonds and cigar smoke. However, if it wasn't for our militant AFL trade unionists, the United Financial Employees Union (with SIU-SUP sailors supporting), going out on strike against the big people of Wall Street, these financial workers would, in these difficult times, be forced to remain the slaves of the Wall Street gluttons of wealth.

Brother George Meaney who just came off the SS Southland wrote the following item about his shipmates: "Many of the oldtimers know Steward George Russell, who was well liked and did a fine job—and even received a clock as a birthday present from the crew. Also aboard were Andy Mazurick, Vernon Haworth, Alvin Adams, Pat Huff, Ray Pomykala, Dirk Vissey, Max Moore, Eddie Dudek, Vego Justo. Guess who else was on board? Good old Mike Sorensen, the cook who was around during the MMP strike. He's the same old Mike—still turning out the chow. Now here's some of the gang who'll be around New York soon: Carlos Pete Negron, Bob Tate, Victor Bonet, Joseph Conlon Garcia, Victor Perez, John Flynn, Eddie Grzyd and W. Peterson. Most of the guys have itchy feet and want to get back to Bremen and Le Havre again since they seem to hear wedding bells ringing there."

Brother Buford Jones, from New Orleans, just came in off a long trip aboard the SS Petrolite. Brother Jones related that the crew suffered many hardships from the skipper. In one port the crew was shortchanged in their draws for foreign dough—until they complained to the American consulate. Another incident involved a brother getting logged here in an American port for something he was supposed to have done some time ago in a foreign port... Brother Isidore Levy came in from a trip to Italy. Brother Roderick Smith stayed aboard for another trip as Bosun. The ship is heading for Greece this time.

Brother George Pasinosky, oldtimer and New Jersey citizen, is in town with another brother, Pete Pasinosky. Their third brother, Joe, also a Bosun, is aboard a Robin ship on the South African run... To Brother A. R. Velasco, oldtimer, down in Florida: You're on the weekly mailing list for the LOG and a few back issues, too... Brother Melvin Hibbs, the oldtimer, came into town out of Tampa, and out of retirement, so he could pitch in and "hit the bricks" of Wall Street. A vote of thanks to Brother Hibbs... Here are a few oldtimers in town: Charlie "Carioca Red" Benway, "Red" McKenzie, A. Vasquez, T. Humal, E. Samia, M. Awall, O. Williams, and J. Quimara, Gulf oldtimer.

The weekly LOG will be traveling free of cost to the following brothers, some permitmen and other bookmen, all over the country: Frank Edmonds of North Carolina, Wilburt Wentling of Pennsylvania, Fred Lane of New York, Peter Piascik of Connecticut, John Turner of Florida, Michael Slinski of New Jersey, Leo Sigl of Wisconsin, Albert Carbonell of New York, Rollo Heaton of Alabama, James McLinden of Pennsylvania, Wayne Routh of North Carolina, Omar Elliott of Alabama, Jerrell Neel of Texas, Irvin Harrington of Florida, Howard Todd of California, Furman Hipp of South Carolina, John Simon of Ohio, Francis Phelps of Maryland, Henry King of Alabama, Theodore Aleck of Maryland, Robert Butler of New York, Thomas Logan of Pennsylvania.

THE MEMBERSHIP SPEAKS



Member Sees No Reason For Painting Disputes

To the Editor:

Being a sailor (I hope) and a Bosun of fairly long standing, I would like to clarify and explain and attempt to stop the eternal haggling between departments on our ships, both SIU and SUP. I have sailed several of both and have had the same petty arguments come up on both.

The sailors are the bona fide—and supposed to be—the capable, competent and experienced painters on the ships, having paints, brushes, etc. The Bosun must mix and pass out the paints and supervise all paint jobs.

MESSMAN VS. OS

Now, one brother, in a recent issue of the LOG, asked, "Why should an OS have more over-



time than a Messman?" I ask, "Is there any reason a Messman should have more overtime than an OS?"

If I am a fireman at a lumber mill and the foreman asks for men to work overtime stacking lumber, should he ask me?

As I understand it, a Messman makes 11 hours on Sunday and holidays at sea and eight hours on Saturday and Sundays in port. Should we put an OS in his place for that? On many a ship I have sailed the Stewards Department made more overtime than the Deck Department in their regular work and I never complained about them.

Now I am not the least bit jealous of a man getting along in the world, and if we have lots of overtime, I like to ask the Stewards Department for assistance in painting. And try to get the Wipers some but the sailors are supposed to be the painters and their work gives them skill in that line, which a Messman's duties do not. So I think it is absolutely their work and as long as they do not infringe upon some other man's work, it should be no point of contention between departments.

I am very thankful for the wages and conditions obtained as a result of union activity and brotherly cooperation, because I have sailed—as have many more brothers—when we had no overtime whatever to haggle over.

William A. Flóyd, SUP

More LOGs Now Going To Port Of Spain

To the Editor:

I have been receiving five copies of the SEAFARERS LOG regularly and I thank you very much for sending them. Whenever a Union member comes here he is very happy to be able to get a copy from me.

But I am still short as I am well patronized by your Union members, and some have asked me to write this letter to you and have signed it too.

Thanking you in advance, I remain yours faithfully,

Burze Ghelman
Plaza Hotel
54 Park Street
Port of Spain
Trinidad

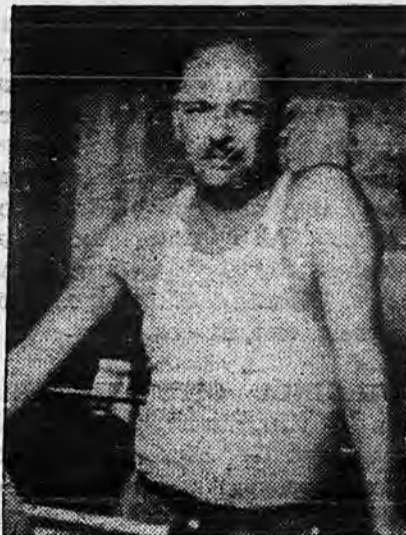
(Ed. Note: Letter endorsed by T. N. Kautch, C. M. Shuren, A. R. Glove, Benjamin F. Bond and James A. Broadus. Friend Ghelman now receives 25 copies of the LOG every week.)

SEAFARER SHIPMATES



Ernest Bonner (left) and John Pritz, both of whom are good SIU men and wonderful shipmates, as Raymond Barnette puts it. Brother Barnette took the photo when all three were aboard the SS Henry Longfellow a Waterman ship.

Chief Cook



Seafarer Al Sage, recently a member of the galley gang aboard the SS Steel Chemist, had this photo taken by Earl Laws, a shipmate.

Brother Adds To Praise Of S.I. Hospital

To the Editor:

Just this morning I completed a two-week stay at the Marine Hospital on Staten Island. Coming over to the Hall here in New York I picked up a copy of the LOG of March 26 and read with interest a letter from Frank Schutz complimenting the Marine Hospital on the treatment he had received there.

For my money he is one hundred percent right, and I heartily agree with Brother Schutz when he says that nobody has any beef regarding service or treatment at that Marine Hospital.

I can say honestly that in the two weeks I spent there I was treated and respected as well as I ever could have expected to be treated in any private hospital. The doctors seemed very efficient and the nurses were most considerate at all times.

CLASSY DAMES

Incidentally, I've not seen a classier collection of femininity in ages. Some of them were just pretty, but a greater part of them were absolute knockouts. I can't think of a better place to be sick.

It would be a good idea to remember, Brothers, that in a government hospital you don't rate any of that bedside manner a private croaker gives you. All you get is efficient service.

That's been my experience. The Marine Hospital is for those who need treatment for their ills. I certainly wouldn't expect to go over there to recuperate from a two-week drunk. That isn't what the place is there for. Moreover, private hospitals that handle that kind of stuff soak you plenty.

In closing, let me say again that for my money the Marine Hospital on Staten Island is plenty okay. My sincere thanks and appreciation for the treatment I received there.

Max Lipkin
Chief Cook

Log-A-Rhythms

Prayer For Seafaring Men

Dedicated to Bill Champlin, Bosun, MV Sea Trader

By MICHAEL P. STATH, 3rd Mate

I

For all who go to sea in ships,
I keep a prayer upon my lips:
God keep them safe and make them brave,
And let them master wind and wave,
For ships, however, great they be,
Seem small upon an angry sea.

II

For sailormen whose courses lie
Beyond the edge of sea and sky,
Upon my lips a prayer I keep:



God strengthen them upon the deep,
For ships, however large they be,
Seem puny in a storm at sea.

III

Wisdom and courage, Lord I pray:
Bestow on sailors day by day,
And grant to all seafaring men
The joy of getting home again,
For ships however strong they be,
Seem frail upon a storm-tossed sea.

Galley Gang Rates Painting Rights, Seafarer Asserts

To the Editor:

There has been quite a lot of discussion lately of the painting done by the Stewards Department both in the LOG and aboard ship. Speaking as a member of the Stewards Department, I want to voice my feelings on the matter.

I have never been an ambitious painter, however, when it comes to painting the messroom, storerooms, galley, etc., the upkeep of which is the duty of the Stewards Department, I feel it is just for members of the Stewards Department to expect preference.

Brother Freddie Stewart, I feel, was off base a bit when he stated very pointedly in the March 26th issue of the LOG: "Our first contracts eliminated this excess work, which was so unjustly a part of our regular working functions."

Well, since the Stewards Department was required to paint when no overtime was involved, then isn't it the right of that department to be given the preference now that is being paid for?

It is quite true that those characters who consider themselves painters first and Messmen or Cooks after, and bring their own painting gear in their suitcases, should be relieved of their books. They should be advised

to go to the Painters Union. I don't think anyone can deplore such a person as much as I do.

RARE CASES

In regard to anyone submitting 110 hours for painting a storeroom, such cases must be very rare. I have never encountered such a case. However, in saying this, I do not for a minute doubt that Brother Stewart, or any other Patrolman, has occasionally run into such cases.

As seamen, we all know how much progress has been made in raising our base wages. This is well appreciated.

All members in all departments, especially in the lower ratings, have always found it necessary to augment their take home pay by making a little extra in overtime.

If messmen, who pay as much in dues as Bosuns, Electricians and other higher ratings out of much lower wages, cannot be benefitted by the terms of his Union's agreement, then I imagine they are expected to take in laundry as of old.

In all my time sailing ships where the Stewards Department was allowed to paint, I have never been on a single ship where the Deck Department was not called in to share in a substantial part of the painting.

R. Brown

Short Short Story — The Ill-Fated Mary Doe

IN 1920, when I was master of the four-masted schooner, Elizabeth Bandi, lying in Philadelphia, another schooner came and tied up alongside my vessel. She was a fine four master, well-founded, and brand new. Let's say she was the Mary Doe.

It seemed to me that her master, Captain Blank we'll call him, was hell-bent on business. The freight being low and both vessels, therefore, lying idle waiting for cargo, we struck up an acquaintance. This soon developed into friendship, as is common with men who follow the sea.

RUM AND MUSIC

Then, one evening, Captain Blank, who seemed to have something on his mind, made the sign by lifting his elbow and invited me to his cabin for a dram. We had a few drams of rum, skilled on another and talked about ships to the sounds of the phonograph playing selections from gamle Norge.

Captain Blank became moody, as if longing for home. But it passed away. He turned to business and asked me in a hushed tone:

"Captain Peterson, how much money does your owner pay you a month?"

"Top wages," said I, "\$300 per month."

Captain Blank smiled to himself and gave me a significant wink. Then, as if unable to hold back a secret, he produced from his desk a private agreement between himself and his owner.

It made me blink as I read it aloud. It stipulated that the master's salary is to be \$500 per month and the contract is to continue for two years whether the master is in charge of the said vessel or not.

"Captain Blank!" I exclaimed, "How in hell can your owner pay you such a high salary when freight is so low?"

"What the hell, Captain Peterson," Blank explained, "she's a big vessel and she carries the highest insurance the owner could get—\$100,000 more than she is worth."

And he gave me another significant wink.

Then, after a moment of silence, Captain Blank filled the glasses. "Skol!" he said, with a far-away look. "I want to go back to the old country. I haven't been home in 42 years..."

A year passed since we parted and we never met again. Then, one day, when I was aboard my vessel lying in Mobile, Ala., I chanced to see a news item in a local paper. It read:

"The four-masted schooner Mary Doe was abandoned after a fire at sea off Miami..."

I read it over once again and, recalling the private agreement, whistled low.

—R. J. Peterson, MM&P



DEL MUNDO MEETING PRESENTS PLAN FOR FIREMEN ON STANDBY

To the Editor:

In a discussion on board this ship as to conditions enjoyed by all seamen of Seafarers International Union, our attention was finally centered on our brother firemen.

At present, these boys' nights are constantly being taken up in all ports performing their customary duties before a boiler. In order to improve this condition, we are asking for a plan by which firemen can be relieved of night duty while the ship is in its home port, this plan to be put before the negotiating committee for action when negotiating new contracts.

We are offering a suggestion, which could be used: On arrival of a ship in its home port, two firemen on standby status could relieve two firemen on night duty. The two men being relieved could go on day duty, thus creating two jobs for these boys and also giving them a few nights ashore while at home.

Signed by Crew, SS Del Mundo

ANSWER:—The suggestion made by the brothers aboard the Del Mundo is a good one and sets forth a plan which the Union very much desires to effect. It is one of the things the Union has set in its goal for what it regards as a near-perfect contract and toward the attainment of which the Union will continue to direct its efforts.

Dutchy Will Trade An 'Airtight' System For One Suit Of Clothes

To the Editor:

Port Said is a place where Ali Baba and his 40 thieves would be considered cream puffs. The average American dip, pick-pocket to you, would be picked clean while blinking his eyes in this place. They're fast and elusive, but we outwitted them. They don't put nothing over on us. Oh no, we were wise and ready.

As soon as a ship drops the hook these chiseling commandos descend like a swarm of locusts. Bumboats surround the ship and grappling hooks go over the rails. They run up the lines like monkeys.

If there is an open porthole or an unlocked room on the ship, they will clean it out faster than a pack of hungry buzzards on a bloated hog. In fact, it is amazing. You cannot imagine how cunningly they operate until you are actually over there once.

At the first ship meeting out of New York aboard the Steel Scientist, enroute to the Far East by way of Port Said, it was found that two-thirds of the crew had never experienced the "charge of the bite brigade."

SHREWD MOVE

So, as ship's delegate, and having been over there several times, I made a motion to keep the Egyptians out of the passageways and particularly out of the crew quarters. Any business or change for change would have to be transacted out on deck or through the porthole. After discussion the motion was carried.

When we dropped hook at Port Said we were immediately boarded. Were they disappointed to find a crew that knew the score and would not allow them the run of the ship.

The crew took turns guarding the passageways on their own time and regardless of tricks tried the natives did not breach our defenses.

Oh we were shrewd boys. Out-guessed and outflanked we had them on the run. We exchanged sly winks and congratulated ourselves on the slickness of our maneuver.

The rest is painful to relate. "The best laid plans of mice and men..." but that's small consolation.

I was in the galley with both port holes closed, guarding the roast. I didn't care for any of those Port Said diamonds, hassacks, pocketbooks, tapestries, bracelets or such.

A tapping on my porthole, a bottle of scotch waved at me—

'Wild Bill' Thornton In RAF Sick Bay After Shipboard Fall

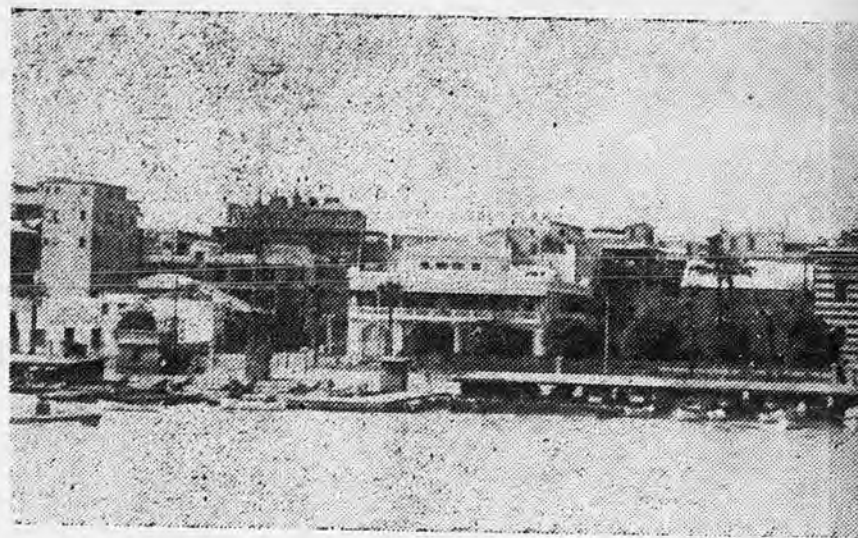
To the Editor:

Well I was heading home on one of the Isthmian scows and I slipped on the Engine Room ladder.

Here I am in an RAF Hospital still in bed after 10 days. But the sawbones said I would be able to get up in a few days.

I was on the SS Harry L. Gluckman and would like to say we had mostly book men and all in all a very nice bunch of seamen as always is the case when they're SIU.

William (Wild Bill) Thornton
RAF Hospital No. 7
Steamer Point, Aden



This is a view of famed and colorful Port Said, situated in the northeastern part of Egypt at the Mediterranean end of the Suez Canal. It is also approximately the site where Dutchy Moore of the Steel Scientist was bamboozled out of a suit of clothes.

temptation. I flew to the door. A young lad with an honest face and soft brown eyes was holding a bottle of Haig and Haig pinch-bottle.

Of course I'm cautious. They ain't going to put anything over on Dutchy Moore. Never let that be said. Haven't I warned the crew to be careful.

"Let's have a taste of that, kid," I take a slug, it's the real thing. "How much? Let's do some business."

DEAL BREWS

The kid tells me he has a case of the same stuff in the bumboat alongside the ship. He wants 120 American bucks for it, but will trade for some clothing and cigarettes. I throw a light over the side and the boatman holds up a case of scotch. Oh boy!

Well, to make a long and sad story short, and to keep the record straight, they wouldn't send up the scotch until we came to terms. I insisted on testing every bottle to see if it was okay; the kid wants to see the clothes.

I had a couple of old suits I had taken along for trading purposes, but he wants me to show them out the porthole as agreed. I hand him a coat and he looks at it. I take the coat and he looks at the pants. Then, wham! He grabs the coat from my hand and runs.

I tear around to the bumboat—no bumboat. Is my face red. Am I mortified. Foiled again by the slickest operators in the world! Say, do you want to know my system for stopping the bumboat merchants in Singapore?

Dutchy Moore

Brother States His Views On Alien Seamen Problem

To the Editor:

I would like to advance my way of looking at the alien question and to find out if I'm wrong and everybody else is right.

Lately I've been sailing from the West Coast to Japan and the ports I've called at have a sizeable number of foreign seamen. This ship's last trip had seven. One of them had been in the States for 26 years and has not applied for first papers yet. Immigration tied him up at Olympia, Wash.

The others were all good fellows but they said they never saw things done in countries abroad like we seamen do them in the U.S. One of them complained all trip and when he returned he wanted to make another trip on his permit.

We fought the Marshall Plan on letting Europe have 500 ships to turn over to foreign crews. I don't see much difference in sending the ships to Europe and crewing them there and having Europe's seamen come over here. When 500 foreign seamen sail from here they put that many American seamen on the beach.

HELPED US

Of course they are all good boys. They helped us during the war. Remember, too, we helped these boys by giving them the best pay and conditions. We have plenty of U.S. boys who pay taxes who are capable for our tubs. Everybody knows American seamen have the best conditions. Some of the alien

seamen will sign an affidavit three feet long to say they have no intentions of becoming American citizens.

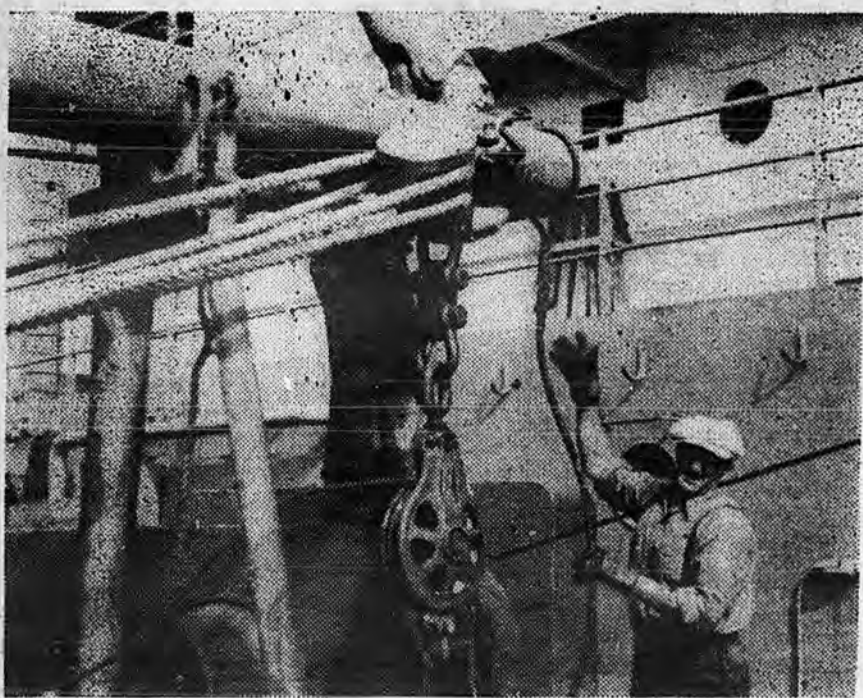
So let's consider our boys more closely when we have our ship's last meetings and take a small amount of the overseas boys but not take all of them.

I'm only a carpenter and can handle a job ashore but some of the boys find it tough getting a job ashore. Some of the boys may think I'm looking out of one of my eyes but I don't think so.

Arvel Beardon
Portland, Ore.

(Ed. Note: At present there is a restriction on the number of aliens permitted to sail American ships. Only 25 per cent of the crew of a ship sailing foreign may be composed of alien seamen. In taking in alien seamen, the SIU takes this fact into consideration. In cases such as the one mentioned by Brother Beardon where a man has the necessary time but has not filed for first papers, the Union has been attempting to get him to do so, in order to reduce the problem and to make grabbing a ship easier for the aliens who were with us through the last war and who helped build the Union but still do not have enough time to file. Furthermore, it should be pointed out that veterans of the U.S. armed forces are receiving preference in obtaining Union membership.)

JOLIET VICTORY MEN ON AND OFF THE JOB



Joliet Victory crewmen Jim Sullivan, AB, top, and Blackie Crowell, OS, turning a trick on cargo gear prior to unloading in an East African port.

After a hard day on the deck, Al Aava, Jr. Engineer, left, and Vic Mako, DM, doff shoes and relax with a rugged round of cribbage. Shots were taken by Donald Southwood.

Goodhue Reported Good Vessel For Chow, Overtime

To the Editor:

The SS Bertram G. Goodhue, South Atlantic, is one ship out of a thousand, and it is about as close to 100 percent okay as can be found.

The Mates and Engineers not to mention the Skipper himself are for the crew. There is about as much overtime allowed as the men can work, and very little has been disputed. The chow, too cannot be disputed.

The crew, in general, is also very good. Everybody wants to do his share of the job and there is no one lying down.

So far as the beefs are concerned there are very few, and what there are can be squared away on board.

The repairs have all been done, every one the crew asked for. The Delegates have been doing fine. They get all overtime fixed up as soon as the work is done.

We have our meetings regularly. That is were we get things ironed out.

CREW ACTION

We do have one case to be brought to the Patrolman's attention when he comes aboard. The man concerned will be recommended for a trial committee in New York.

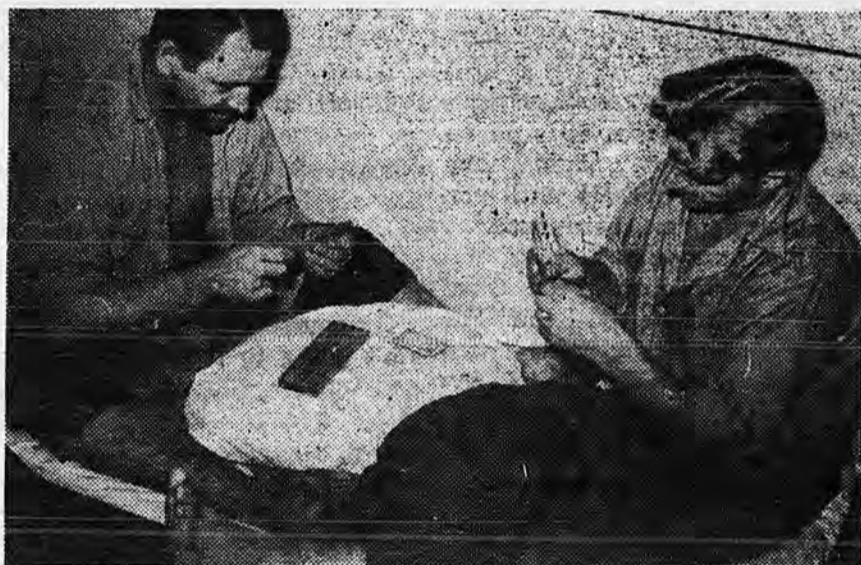
We'll send you some pictures of the gang with all their names for the LOG shortly.

The crew that was on here last must have been some bunch. They were too lazy to turn to on the foc'sles with paint and brushes. As a result, we have to paint all the time. However, it's all overtime.

This will be one of the cleanest ships to hit New York. In fact we hope to come in without a beef aboard.

George Meany

(Ed. Note: Brother Meany's cheery letter, written from Germany, is endorsed by Tom Osewick, Ship's Delegate.)



'The Voice Of The Sea'

By "SALTY DICK"

ABOARD SS DEL NORTE—When Frank Vinero was asked if his girl had any teeth, he replied: "Yes, she carries hers in her purse!"...Richard Haviland came back to the ship and told the crew he got lost in Santos. Ten to one he wasn't alone... While in New Orleans, go over to the Ship Ahoy Bar and meet friends. I like the sign which reads, "Union Bar."

Harvey Hill was born and raised in New Orleans and being a rebel he refuses to celebrate Lincoln's birthday. But he will accept the eight hours overtime.

One thing we need here on the Del Norte is a crying room. I'm sure it would be full at all times. Yet, we're on a good ship and on a good run...We have a very good Purser Department. There's never any beef on them. May they remain forever. The Captain is a good joe and he knows his business...

How many of you got gypped in Rio? There's a factory there making perfume (all brands) and the local police raided it. Don't buy the stuff along the waterfront...Did you know the "cokes" are weaker in B. A. than in the U. S. A.? About four years ago they started by giving them away in Montivideo. Today they are being sold everywhere...

For those who don't know, whenever you pay your bill at a restaurant or a bar in B. A. the tip is 15 per cent added to the bill...Mrs. Edna Johansson, Chief Stewardess on the Del Norte, is a real oldtimer. She's been sailing for years and was aboard a ship that was torpedoed during the war...The laundry situation here is bad. There should be two men doing the work. Let's get going on this issue... During Christmas week,

there was a tree standing in the grand lounge. Someone suggested we should hang a certain party on it—no, it wasn't done...

May Sullivan's bar in B. A. is distributing the LOG but I didn't find any in Montivideo. Someone is slipping... Don't fail to go to Sao Paulo from Santos, for two dollars round trip by bus. A very delightful trip... You can miss the girls for one day...

A seaman should be a very intelligent person. He's always travelling, coming into contact with people from all parts and seeing things that others only witness in the movies. He also has plenty of time to read good books...

Santos may be a coffee port, but to us boys there's plenty of sugar there...One of the boys is pretty well broken up because he promised to wed a senorita here in B. A. and he can't keep his promise. (It's rumored she's a pistol-packin' mama.)

Lensmen Wanted!

Aboard practically every SIU ship there's a Seafarer with a camera. They take some pretty good pictures, too. The photos—and stories—ought to be sent to the LOG for publication. How about it, brothers. And send along identification—names make news, you know. We'll return pictures, if you wish.

The address is SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.

Maybe you can do it right now, eh?

Steel Age Member Points Up Need For Union Education

To the Editor:

This is not a crying letter and we don't need any crying towels. We are fully capable of taking care of our own troubles and are a 100 per cent SIU crew. The following lines are to show what a crew will run up against when sailing an Isthmian ship, whose brains department is of the old company school, the one which made union organization necessary, and the urgent need of us guys who know the score in regard to standard SIU conditions.

Our ship is a C-3, the Steel Age, out four months and due in Boston April 25. The skipper is "Panicky" Jaenicke and he's sure he's the whole cow. The mate, chief and first are sucklings to same. Any of the above-mentioned have absolutely no regard for conditions or a man's rights.

NEED EDUCATION

We are sailing under the newly-made agreement and that places us in the position of trying to show these finks what the agreement applies to under our working rules. They seem to be neurotics when we have a point to gain.

When the Chief Engineer was told that work performed after five and before eight was overtime, he nearly popped a gut and refused to believe it until the skipper verified that fact. He still made threats against our delegate, which were direct intimidation. Shortly afterwards an Oiler asked for a few hours off to buy a pair of shoes, and this was flatly refused, then and at all times unless we got rid of our delegate.

All trip the eight-to-twelve watch has been standing the four-to-twelve port watch under direct orders. The watch Junior Engineers have been sounding tanks on deck. Oilers work without regard to working spaces, and Junior Engineers are expected to overhaul the entire plant while on watch and not under direction of the watch engineer, either. The Wipers are turned to on a Saturday for the remaining two hours until noon when the ship had departed that morning. A Junior Engineer was ordered to swap watches for the day with another junior.

The ship arrived in Haifa on a Saturday and anchored outside the breakwater, and didn't clear quarantine until the next A.M. The Oilers' watches were broken at FWE, with the ship not even classified as in port. The skipper refused an AB medical attention for a swollen arm and boil.

The three department delegates went to see him about this and the Captain said that the man wasn't in need of medical attention. The delegates asked him if he was a doctor and enough of one to determine this. Of course he wasn't, but he said that he was as good as any doctor ashore. The American consul was called and the AB advised to go to the agent since he could do nothing about it. The agent sent him to a doctor, who said that it was a good thing that he had come for treatment.

NICE GUY

An Oiler got a medical slip to have a tooth looked after. When the old man got the bill he told the Oiler that unless he paid it himself he would give him no

more draws for the rest of the trip. I could fill the entire LOG with these beefs, nearly all of which have been ironed out somewhat. But I can see where they'll come up again with the next crew and that introduces our plea for book-men to come and replace us. We are paying off in New York and there will be plenty of jobs all around. Then we'll educate these phonies for good.

The younger members are okay but in most cases they can't conceive what we mean by conditions since they never sailed in the past, and don't have a constructive enough knowledge of any agreement to know when they are being taken advantage of. A determined effort by all hands to ship on these rust-buckets with the education of these brothers in mind should be enacted, and, believe me, brother, I'll be around.

With this, and full co-operation from headquarters, the Patrolmen, and port committee, we can bust them wide open in short order.

Our delegate, Armand Thibodeau, deserves a big hand for his work against such opposition. He didn't make any bones about telling these guys off and laying down the facts and we are deeply indebted to him. As a consequence, we hear of some trumped up "inaptitude" charge that may be placed against him by the brains department, none of whom make a third rate shoemaker.

This dissension between the crew and officers of the higher brackets began in the first three weeks of the trip, during which time they showed evidence of trying to work our members against each other and playing favorites, intimidating the delegates and refusing to recognize sections of the agreement. They considered themselves a holy terror and announced that they were going to get tough. They gave notice that all OT except week-end watches would be disputed and we would work from bell-to-bell. As a result, they're been the laughing stock of the ship.

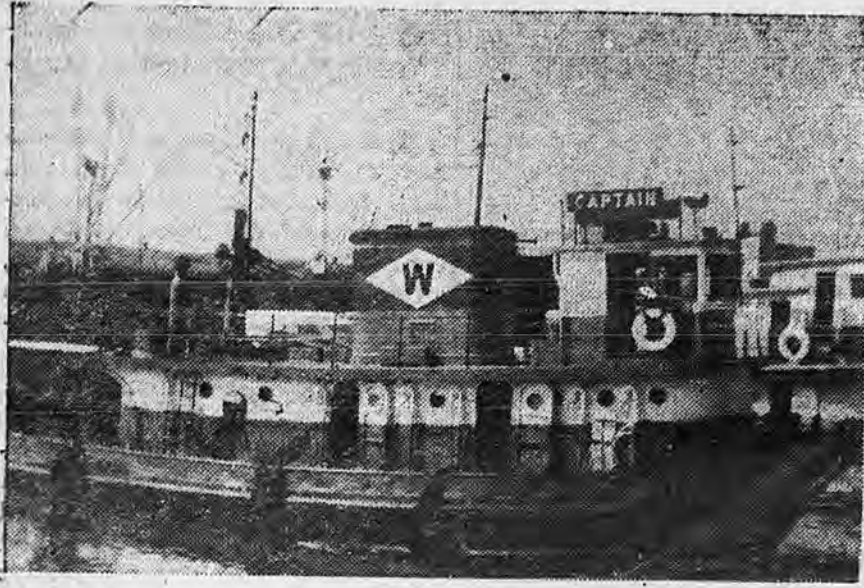
Charles Burns
Port Said, Egypt.

Four-Legged Seafarer

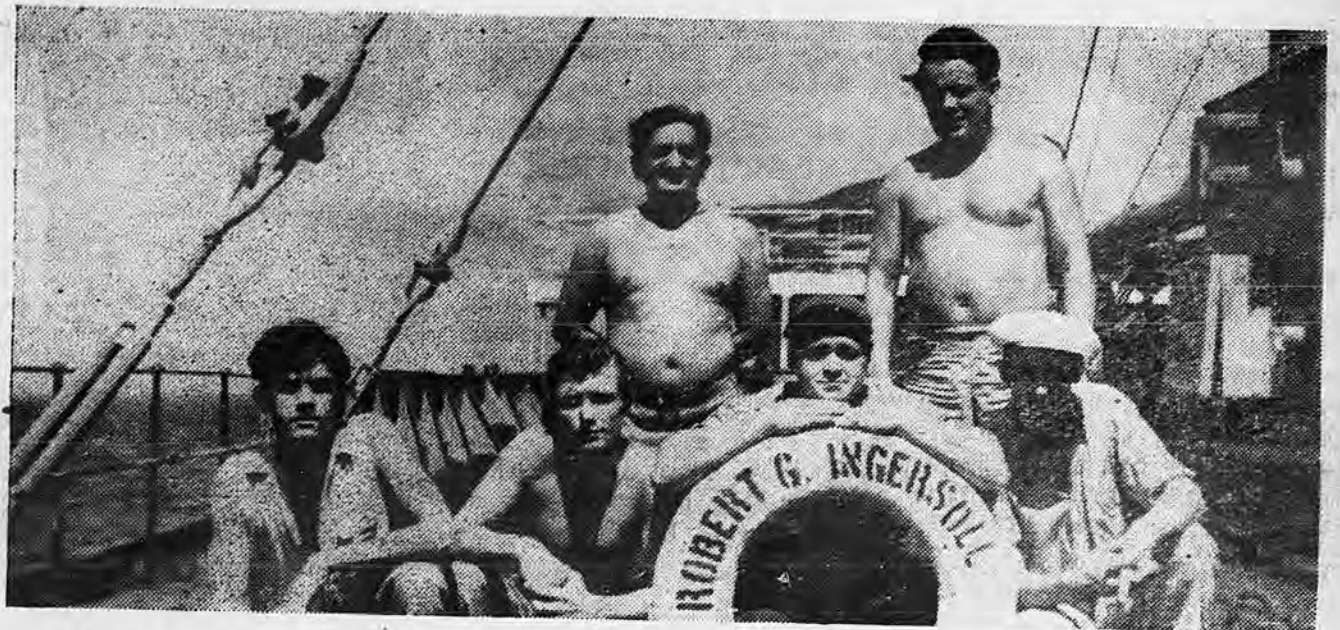


Perched on a desk in the LOG office, "Floss," four-footed companion of Seafarer Bob High, gives with a happy smile for the camera. The pooch, says Brother High, enjoys reading the LOG but has been disturbed over finding little space devoted to seafaring canines. This "bone" should keep the old gal happy for awhile.

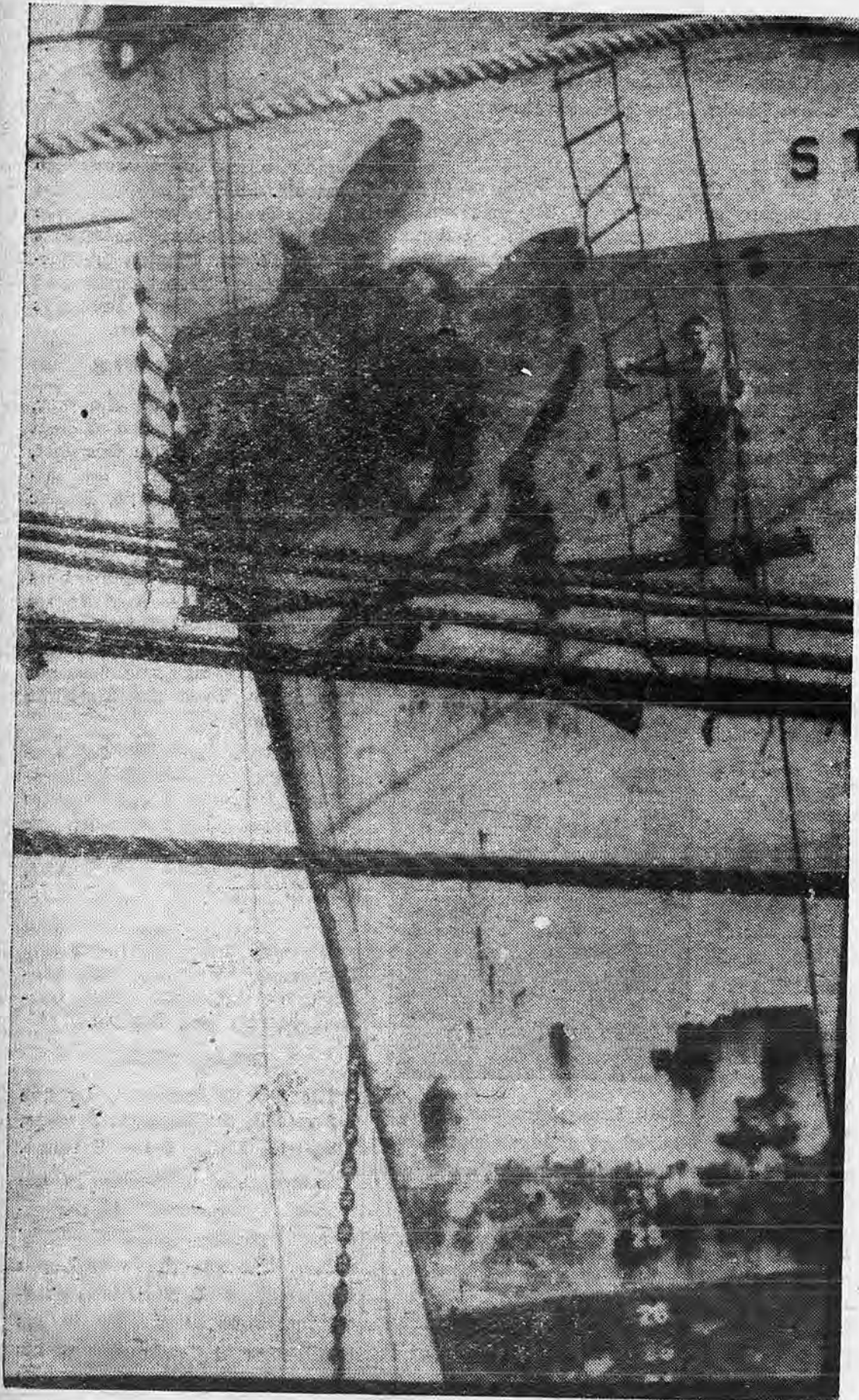
On The High Seas With Seafarers



The Waterman tugboats in the harbor of Mobile are organized into the Marine Allied Workers division of the Seafarers International Union. The drive in the Gulf area to organize towboatmen has met with marked success, and is expected to make even greater strides this year. Pictured above is the Captain, one of the Waterman tugboat fleet. A new contract for Mobile tugboatmen was signed recently and gives those workers a very good deal.



Aboard the SS Robert G. Ingersoll, Waterman Steamship Company, the crewmembers worked together in a solid, well-functioning team. They held regular shipboard meetings, and remembered to send minutes and pictures to the LOG office. What more could be asked? Above, the Engine Department takes time out to pose for a picture. First row, left to right, William H. Brown, Oiler; Calvin K. Wagner, Oiler; John W. Polaski, Oiler; and Warren W. Currier, FWT, and Engine Department Delegate. Rear row, standing from left to right, are Paul R. Albano, FWT; and Jozef Kowalewski, Deck Engineer.



When the Steel Navigator, Isthmian Steamship Company, put into Beirut, Lebanon, recently, the crew set to work with a will to get everything in ship-shape order. In the picture above, two Brother Seafarers take time off from working on the ship to wave for the cameraman. Left, Pete Bluhm, Deck Maintenance, and right, Jimmy Slaven, Deck Maintenance. Brother Bluhm sent in these pictures, and others which appeared in the LOG recently, a few weeks ago. They report that Isthmian licensed officers are still up to their chiselling tricks, but that SIU solidarity and militancy is rapidly squaring things away. However, the food on the Steel Navigator was good, and the men expressed a desire to sail with these cooks plenty in the future.



Men of the Deck Department look at the birdie for the benefit of LOG readers. Left to right, kneeling, Paul Koval, DM; A. Clark, AB; Arveds E. Auers, AB, Deck Delegate; and Carlos Labiosa, Bosun. In the rear, from l. to r., R. Palmer, OS; Chester Sawal, AB; H. Pieren, AB; R. Habluetzel, OS; and H. D. LaFitte, AB.



Crewmembers called the Ingersoll Stewards Department, "Best in the Business." Here they are, from left to right, in the front row: James Henderson, Third Cook; and Arthur Lloyd, Night Cook and Baker. Second row, in the usual order, S. B. Thomas, Chief Steward; Warren Knight, Messman; Alex Alexander, Messman; C. J. Oliver, Chief Cook; Henry Alexander, Utility, and Stewards Department Delegate; and Malcomb Tucker, Messman.

SIU Contracted Companies: Bull Line

To better acquaint the SIU membership with the ships they sail and the SIU contracted companies behind them, a series of short articles on these companies and their ships is being run in the LOG.

Some of the companies have long and interesting records in American maritime history—some of that history was made with SIU crews aboard the ships.

Dorothy, Mae, Beatrice and their fourteen sisters are pretty well known gals along the sugar run. Tobacco to them is no stranger, and rum they hold with ease. Possessed of the wanderlust, the ladies can oft be found along the New York waterfront or the docks of Puerto Rico.

But lest anyone misunderstand, it must be hastily added that the girls are upstanding virtuous girls, kept well under the critical eye of Father Bull. The girls are, let it be known, the names of the seventeen Bull Line vessels.

Their acquaintance with tobacco and rum is purely occupational and by no means a vice. Lugging these goods from the West Indies to Americans who crave them, the trade is profitable, it keeps the customers happy, the company satisfied and the seamen who sail them contented.

The story of the seventeen sisters is the story of Bull Line—an interesting tale of a humble beginning and quick rise to a station with the major American steamship companies.

MARITIME EXPANSION

The history of the company goes back to the turn of the century, and closely parallels the growth of steamship operations. Schooners were in their last days. The coal burning ships



were rapidly pushing them from the sealanes. World trade and the maritime industry was entering a new era. Into this scene entered Archibald H. Bull.

By purchasing foreign vessels that had been wrecked, and by reconditioning them in American shipyards, Alexander H. Bull founded the present A. H. Bull Steamship Company.

Under American law a foreign ship can be operated under the American flag with full domestic trading privileges, providing at least two-thirds of its value was expended in American shipyards for repair work.

Using this novel method, Bull Line came into being in 1902 with four ships. Named the Dorothy, Mae, Wilhelmina and Carolyn they were representative of vessels in operation during the period of transition from sail to steam power, when the entire poop still housed the master of the ship.

Immediately establishing itself in the trade between the United States and the West Indies, the company transports machinery of all descriptions, lumber, fertilizer, pre-fabricated materials, and

goods of all types to the islands. The principal cargoes on return trips consist of finished gloves, embroidered handiwork, sugar, rum and tobacco.

The trade prospered so that in 1909 the company embarked on a building program, increasing its fleet to fifteen vessels.

EXPANDED SERVICES

Following the first World War, the company expanded its operations by initiating service between East Coast U.S. ports and harbors of the Eastern Mediterranean and the Black Sea. Later the foreign run was switched to South and East Africa.

In 1927, however, the company discontinued operations to trans-Atlantic ports and concentrated on the West Indian run and the Atlantic coastwise service.

The company's fleet remained static until 1934 when the Angelina and Manuela were built. These two ships were the first ocean-going dry cargo ships to be built in United States shipyards following the first World War.

The design of the ships was the forerunner of the Maritime Commission C-1 type ships. The two new vessels entered the West Indian trade and continued to operate until 1942, when they were lost to enemy action.

In addition to the Angelina and Manuela, the company's fleet was further increased by the purchase of vessels from the Government and the acquiring of the Puerto Rico American Steamship Company and the old Weems Line.

When the SIU came into existence in 1938, Bull Line was one of the first companies to sign a full agreement. Almost from the date of the charter issue SIU crews have been manning Bull Line ships.

With the declaration of war in 1941, Bull immediately increased its transportation of cargo to and from the West Indies. In 1942, when the sub menace was at its height along the Eastern Coast of the United States, Bull Line vessel losses were exceedingly high.

HEAVY LOSSES

In ten months of 1942, seventeen of the company's twenty-five wartime ship losses took



place along the east coast of the U.S. and the islands.

There is not space to mention all of the losses suffered by the company nor the heroism and courage displayed by the SIU



(Photo reprinted from The Compass)

A rare photograph of the first Dorothy, rebuilt from a wreck in 1902. Note the high stack and the crew's laundry hanging on the bow. Crew slept below decks forward, the Master alone slept above decks. The present Dorothy was built in 1918.

men aboard the ships, but the fate of three of the company vessels, long suppressed by security regulations, demands relating here.

On January 31, 1942 the Bull Line vessel Major Wheeler sailed from Puerto Rico on its return trip to Philadelphia. The schedule called for its arrival in Philadelphia on February 10, but she never reached her destination, nor was the ship ever heard from again.

Not a trace of the vessel or its 30-man SIU crew was ever found. Somewhere in the South Atlantic she met her fate and was swallowed up by the sea.

Approximately two months later on April 8, the Margaret of Bull Line sailed from Puerto Rico, due to arrive in New York on April 16.

Like the Major Wheeler she disappeared from the face of the earth without a trace. Not even a raft or a bit of wreckage was ever picked up. The ship and 29 men completely vanished to join the thousands of mysterious disappearances of the sea.

The company files on the disappearances are still open, and the missing ships remain subjects of conjecture with company officials, but the only hope of learning what happened to the ships would be the examining of the log books of German submarines operating in that area. This possibility is remote.

The ships must have sunk very quickly, making the learning of the name from survivors almost impossible. Too, the sub or subs responsible for sending the ships to the bottom may have been destroyed later.

NARROW ESCAPE

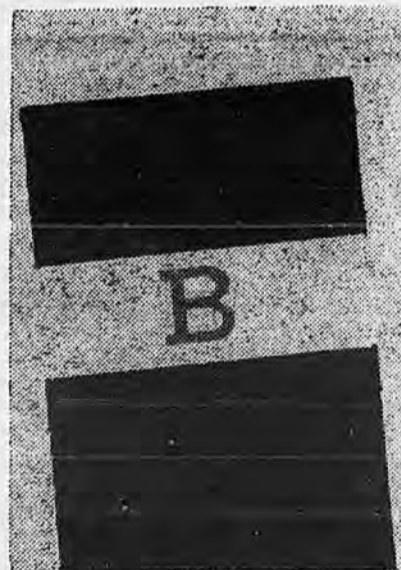
A story of the sudden death lurking beneath the seas of the East Coast during this period is told by a crewmember of the ill-fated Ruth, which was sunk June 28, 1942, off Port-Of-Spain, Trinidad.

The Ruth was carrying a crew of 34 men and 4 Navy gunners.

Only four crewmembers—all SIU men—survived. The following is the crewmember's statement made before the Coast Guard:

"While I was on lookout on the foc'sle head there was a terrific explosion aft. A torpedo had struck the Ruth directly in the stern. Within two minutes after the torpedo struck, the Ruth went down by the stern with a port list.

"Immediately after we were hit, we began sinking by the stern and within a few seconds the amidships was awash. I threw off the painter on the



Bull Line ships can be recognized by a black stack, two red stripes and a blue "B" on a white background.

starboard forward raft and when the raft got free, I jumped into the water.

"When I emerged on the surface, I saw that only about ten feet of the Ruth's bow still showed. Within a few seconds the ship disappeared. I managed to get to the raft and found one survivor. Together we tried to reach another man afloat about forty feet away.

SUB ASKS QUESTIONS

"About this time the submarine surfaced and slowly came alongside. One of the officers

asked me the name of the ship, where she was headed and her cargo. He also wanted to know why the ship had sunk so quickly.

"I didn't want to tell him we had an armed guard so I told him we had been hit in the engine room. We were told we were 270 miles from shore and, after slowly proceeding through the wreckage looking for survivors, the submarine left.

OFFICES MOVED

"Later we found another crewman on a raft, but a search all night and the next day failed to produce any others who had survived the sinking. Six days later we were rescued."

The ship losses along the coast continued to be so great that



company offices were moved to Pensacola, Florida, in hopes that the shorter run would cut the losses, but the submarine attacks did not lessen. Finally, in desperation, the offices were moved back to New York and the ships switched to foreign runs.

MAJOR OPERATOR

At one time during the war, the Bull Line operated a fleet totalling 95 ships. With this fleet, supplies were carried to the battlefronts of the Atlantic, Pacific and Mediterranean.

With the end of the war, the company once more resumed its trade between the West Indies and the United States, using its own ships. The company owns all of its 17 vessels and does not charter any from the Maritime Commission.

At present the company vessels line up thus: Cornelia, Helen, and Hilton — coaster-reefers built before the last war; the Monroe, a merchant type ship; the Jean, Dorothy and Emilia, built in 1918.

More recent ships are three collier-type Libertys, the Edith, Evelyn and Mae; and five Libertys, the Angelina, Arlyn, Carolyn, Marina and Rosario.

GIRLS, GIRLS

The fleet is completed by five C-2 vessels, the Beatrice, Frances, Elizabeth, Kathryn and Suzanne.

Immediately noticeable in the names of the vessels is the almost complete use of girls' names. The practice was begun by Archibald H. Bull, who named the ships after girls in his family and in the families of his associates. The four original Bull ships are long gone, but three of the present ships bear their names.

Most of the girls names have outlived at least one ship and a few are on their third. Chances are that as long as there is a Bull Line there will be a Dorothy, Mae and Carolyn.

PERSONALS

NORMAN PETTERSEN

Get in touch with Mr. Mac-Arthur of Monroe & Ard, 76 Beaver Street, New York, N. Y. The phone is WH 4-7563. This is in connection with the tugboat collision.

CLYDE KEATON

Your wife wishes to hear from you as soon as possible.

BORIS MILLER

Contact Arthur Horwitz, 50 West 68th Street, New York 23, N. Y.

JOSEPH BRIANT

Contact Jerry Palmer, c/o LOG Office, 51 Beaver Street, New York. This pertains to your seaman's papers.

KENNETH BULLOCK

Get in touch with Mrs. Amelia Milanesi, 1046 — 56th Street, Brooklyn 19, New York. She is holding urgent correspondence for you from China, England and Boston.

PAUL N. FROM JR.

Your attorney wishes you to return to Texas.

MORRIS BERLOWITZ

You are requested to get in touch with Gosta Skyllberg, at the end of May, c/o Baltimore Hall, 14 North Gay Street.

DOUGLAS T. BLESSING

Contact your wife, Mrs. M. Blessing, 9-25 122 Street, College Point, Long Island, N. Y.

SIU HALLS

SIU, A&G District

BALTIMORE 14 North Gay St.
William Rentz, Agent Calvert 4530
BOSTON 276 State St.
Walter Siekmann, Agent Bowdoin 4455
GALVESTON 308 1/2—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE 1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS 339 Chartres St.
E. Sheppard, Agent Magnolia 6112 6113
NEW YORK 51 Beaver St.
Joe Algina, Agent HAnover 2-2784
NORFOLK 127-129 Bank St.
Ben Rees, Agent Phone 4 1083
PHILADELPHIA 614-16 N. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO 105 Market St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R. 252 Ponce de Leon
Sal Colls, Agent San Juan 2-5996
SAVANNAH 220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA 1809-1811 N. Franklin St.
Claude Simmons, Agent Phone M-1323

SUP

HONOLULU 16 Merchant St.
Phone 58777
PORTLAND 111 W. Burnside St.
Beacon 4336
RICHMOND, Calif. 257 5th St.
Phone 2599
SAN FRANCISCO 59 Clay St.
Douglas 25475
SEATTLE 86 Seneca St.
Main 0290
WILMINGTON 440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

BUFFALO 10 Exchange St.
Cleveland 7391
CHICAGO 24 W. Superior Ave.
Superior 5175
CLEVELAND 2602 Carroll St.
Main 0147
DETROIT 1038 Third St.
Cadillac 6857
DULUTH 531 W. Michigan St.
Melrose 4110
TOLEDO 615 Summit St.
Garfield 2112

Canadian District

MONTREAL 1440 Bleury St.
VICTORIA, B.C. 602 Boughton St.
Empire 4531
VANCOUVER 565 Hamilton St.
Pacific 7824

PHILIP MILAZZO

Get in touch with Frank A. Murray, 66-12 52nd Road, Mass-peth, Long Island, N. Y.

ERNESTO V. ERAZO

Your wife asks you to contact her at 785 East 151 Street, Bronx, N. Y.

E. A. R. NEBLETT

You are asked to communicate with your father immediately.

HENRY C. ROCH JR.

Your mother asks that you send her your address. She has some important papers to send you.

CHARLES E. CARNIEL

Your former crewmates of the SS Puente Hill—Manuel Caldas, Joe Ramieri, James Winget, Chester Dankert, Frans Semple DeWitt Johnson and Edward Farrell—want to see you.

JOSEPH M. DUNN

Your sister, who is worried about you, asks you to get in touch with her.

ROBERT MYERS

Your mother wants you to write to her. She is ill.

WILBUR IRVIN

Contact Julius Droisen, 285 Madison Avenue, New York 17, N. Y.

"JOE", SS JOHN JAY

Will Joe, who sailed with Thomas Stinnette aboard the SS John Jay, Waterman, please send his address to Brother Stinnette at RFD 3, Box 179, Roanoke, Va.

W. A. GARDNER or G. A. GARDNER

The Gardner who was third cook on the SS Benjamin Lundy between Aug. 22, 1947 to Nov. 21, 1947 is requested to call Mr. Carl Harten, 291 Broadway, New York, N. Y. BARKLEY 7-8619.

LOUIS GAMBARO

Contact Louise Liverani, 2427 E. 14th Street, Brooklyn, N. Y.

AUGUST HOTHAN

Get in touch with Seamen's Church Institute, 25 South Street, New York City.

NOTICE!

The following men, who left gear on Pacific tanker vessels, can get it at the storerooms of Baker, Carver and Morrell, 37 Pearl Street, New York, N. Y.:
M. Tuesado, 1 Sea Bag; W. Aperkowski, 1 Sea Bag; Francisco Ramos, 1 c/s; 1 pillow case; Jack V. Blake, 1 Suit case; Aaron P. Wilhite, 1 Pillow case, contents; George W. Ketley, 1 Suit case; Richard L. Stratton, 1 c/s; 2 sea bags; Francis Huoy, 1 Suit case; Harrison T. Lewis, 1 c/s; 1 ctn.; E. L. Chumley, 1 Sea Bag; 1 hand bag.

In the event this gear is not called for within the next few days it will be sent Express Collect to the last address on file for these men.

Anyone having baggage in the New Orleans Hall should write in and claim it as soon as possible since none of the old baggage will be carried over to the new Hall.

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbush and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Thureson, Joseph F.	32.05	Treidler, Carl T.	9.03	Tusk, C. P.74
Thurman, Aubrey H.	1.34	Trema, Hilary	9.08	Twigg, Charles	10.53
Tibbett, Walter F.	5.07	Trembiay, Rene	8.28	Twigg, Marshall S.46
Tiblis, Rudolph F.	8.26	Treon, Raymond F.	6.46	Twite, Linus36
Tichelar, Fred E.	5.34	Trickey, William	36.30	Tyler, Charles	13.99
Tidwell, L. G. Jr.	3.00	Trieste, John	3.89	Tyler, Gerald	2.23
Tiearney, Richard R.	30.43	Trinajstick, Daniel	4.51	Tyler, Grover	1.32
Tighe, Thomas J.	6.60	Trinrud, Kenneth J.	12.12	Tyo, Leslie G.89
Tignor, Troy P.	30.89	Tripp, Walter C.	99.18	Uhler, Richard H.	8.91
Till, Hugh W.	5.73	Trohlakis, Harry	2.50	Unlandski, Francis	47.57
Timas, Anthony94	Trolson, Charles	2.72	Ulas, John69
Tims, Ralph	12.10	Troners, W.50	Umberger, Clarence W.	16.50
Tindell, Ralph	12.00	Tronio, Rudolf M.	7.42	Underhill, Chester R.96
Tingier, M. E.	5.18	Trout, Ralph G.	13.76	Underhill, Robert	43.07
Tipton, Arlen	100.40	Trowbridge, Jack J.	2.67	Underwood, Irwin	24.09
Tistan, Ervin	2.23	Trudel, Jean	35.12	Unschweif, Gerard	23.24
Titus, Harold J.	2.40	Truett, William10	Upham, David L.	12.26
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Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name

Street Address

City State

Signed

Book No.

Official Shipping Rules Of A & G District As Amended By Membership Referendum

1. The Union Hall shall be open from 8 a.m. to 5 p.m. On Saturday, Sunday and Holidays, the hours shall be governed by the port.

2. When a member leaves his ship he shall report to the Union Hall and register his name and book number, and in return, he shall be given a shipping card dated the day he registers; a duplicate entry is to be kept by the Dispatcher.

3. Any member may make a pier-head jump, providing he does so outside the hours of the Union Hall, and then, only after all efforts to secure a man through the Union Hall have failed. In such cases, Ships Delegate shall make a detailed account and forward same to the Agent of the port involved. The ship's delegate shall be held responsible if he fails to report as provided herein.

4. No member shall be given a shipping card for another member, nor have another member's shipping card stamped. The Dispatcher shall not ship any member presenting another's card, nor shall he honor the card of any member not presenting his own card.

5. No shipping card shall be issued to any member prior to his paying off any vessel.

6. No member shall be given an open shipping date for any reason.

7. All shipping cards must be stamped after the regular meeting. Any member wishing to leave the meeting must ask the permission of the membership to do so through the Chair. If the membership extends this privilege, the member may leave the meeting and have his shipping card stamped. Dispatcher or doorman shall check men in at meetings until 7:30 p.m. and members coming after that time shall not receive credit for attending the meeting.

8. (a) Any member on the regular shipping list who has a shipping card more than three months old must re-register on the shipping list and take out a new shipping card and date.

(b) Members more than three months in arrears in dues or assessments and less than six months in arrears in dues or assessments shall register and ship from the same list as Tripcard and Permit Men do.

(c) Former members more than six months in arrears in dues or assessments, after approval by membership action, shall take the first job assigned to him by the shipping dispatcher.

9. Members of the Seafarers International shall have preference over permit men at all times, regardless of shipping date.

10. NO MAN SHALL BE

The following Shipping Rules are effective in all branches of the Atlantic and Gulf District of the Seafarers International Union of North America, as of May 1, 1948. All Agents and members must observe and respect these Shipping Rules, infractions of which will not be tolerated.

SHIPPED UNDER THE INFLUENCE OF LIQUOR. No man shall report on a ship under the influence of liquor, after shipping from the hall. Offenders shall be brought before a Trial Committee on charges.

11. Crews delegates shall see that all vacancies are filled by members of the SIU when available.

12. No man shall be dispatched to a job more than 24 hours before turning to. Pay shall start the day required to pass the doctor or report aboard ship.

13. Each member shall have the preference of shipping on three ships. If he does not sail on the third ship he shall lose his original shipping card.

14. Members who have shipped, and later quit or get fired, and who do not report back to the Dispatcher within 24 hours after shipping, shall lose their original date.

15. No member shall be deadheaded from one port to another for the purpose of taking a job on the vessel in another port unless the branch where the jobs are, requests another branch to send men to fill the jobs. In companies with whom the Union has agreements which give the companies the right to hire certain key men, the company may deadhead those men to another port; but they must first report to the Union Hall in that port before reporting aboard ship in order that they may be given another assignment card from that branch.

16. No shipping card issued in one port shall be honored in another port.

17. Each branch shall have the right to establish the shipping hours for calling out jobs. All jobs shall be called out on either the half-hour or the full hour. Jobs, under exceptional circumstances, may be called out at any time after the job comes in, but not before such jobs have been posted on the shipping blackboard first.

18. Mail or telephone check-in on shipping cards or for jobs shall not be honored under any circumstances.

19. All men must be shipped through the offices of the Seafarers International Union by the official Dispatcher. The dispatcher shall be required to issue two assignment cards to every man shipped; one to be addressed to the department delegate and the other to the department head.

20. Members shall attend any Department Meetings that are called. Joint meetings shall be held every other Wednesday night at 7 p.m. Any member missing a meeting WILL BE TAKEN OFF THE SHIPPING LIST, but will be issued a new shipping card when he applies for it. When Wednesday falls on a holiday, meeting will be held on Thursday at 7:00 p.m.

21. Only a member of the union for six months or over shall act as ship's delegate. Patrolmen shall see that crew delegate is elected before ship sails from port. Ordinary seamen and wipers shall not be allowed to act as delegates.

22. Members upon shipping shall show their qualifications to Dispatcher for the job SHIPPED on. No man shall be shipped who does not qualify.

23. Members 50 years old or over shall have preference to watchmen's jobs.

24. Members will not be permitted to register on more than one list, but in an emergency, a man may be shipped off his list for a job in other departments, provided he has the proper endorsements on his certificates.

25. Men shipped on regular jobs, whose ship lays up in less than 15 days after original employment date, shall have his shipping card restored. When a ship lays up and calls for a crew again within 10 days, the same crew shall have preference for the jobs, providing they register on the shipping list. The above figures shall be conclusive.

26. Shipwrecked members shall have preference of joining the vessel taking the place of the lost one, providing such vessel goes into commission within 15 days.

27. When a vessel has been

laid up and orders a full crew, all respective ratings shall be shipped from Union Halls.

28. Standby jobs shall be shipped in rotation. No man shipping on job will be permitted to take a regular job on the same vessel, but must return to the Union Hall when standby jobs are completed. Only one standby job allowed each member. All members have a chance. Members taking standby jobs must report to our Union Hall within 15 days or lose original shipping number.

29. No man may be promoted or allowed to transfer from one job to another on board ship, except in case of extreme emergency. This is to apply where there isn't sufficient time to dispatch a man from the Union Hall before a ship is scheduled to leave, or the hall cannot furnish replacements as required. Any member guilty of breaking this rule shall lose the job immediately and shall be fined no less than \$25.00 for such offense.

30. Ordinary Seamen and Wipers shipped to contracted vessels who fail to put in two hours allotted time for cleaning the crew's quarters, as per contract, shall be brought up on charges by the ship's crew. For such offense, the guilty member shall be fined not less than \$10.00 for each such infraction.

31. Members of the Union serving as officials of the Union and leaving office, shall be entitled to have a 30 day shipping card issued them.

32. In the event an employed member wants time off, he shall have the ship's delegate call the Union Hall and secure a relief and shall pay the relief himself at the regular overtime rate as per the agreement and no reliefs will be furnished for less than four hour periods. Three days shall be the limit such reliefs are furnished. This shall not apply when replacements are unnecessary.

33. In the event that anything happens not specifically covered by these rules, any member has the right to present his case in writing to the Union and have it settled by the membership at a regular meeting.

34. Men coming ashore on vacation shall register on bottom of list and ship out in their regular turn.

35. (a) All Tripcard Men and Permit Men who have their dues paid for the current month shall register on a separate shipping list other than the regular shipping list and shall ship from this list as Tripcard and Permit Men in a rotary manner.

(b) All Tripcard Men and Permit Men shall be shipped only after book members do not take jobs. If no member on regular shipping list takes jobs after three hourly calls, then Permit Men or Tripcard Men shall be allowed the privilege of throwing in cards for the job.

(c) Tripcard Men and Permit Men shall be allowed to make either one complete round trip or not less than 60 days continuous employment on same vessel.

HOSPITAL CASES

1. When a member has been discharged from any hospital he shall report to the Union Hall where he will be given a dated shipping card.

2. When a member who is on the shipping list goes to the hospital he must, upon his discharge, report immediately to the Union Hall where he will receive, upon presentation of proper proof of his hospitalization, his original shipping date providing he has not been in the hospital over thirty days. If the member has been in the hospital over thirty days, he shall be given a new shipping card dated prior to his date of discharge from the hospital.

3. Any member who has been in the hospital thirty days or longer shall be given, upon presentation of proper proof of hospitalization, a shipping card dated thirty days prior to his date of discharge from the hospital. Any member who has been in the hospital less than thirty days shall be given a shipping date as of the date he entered the hospital.

4. Any member receiving outpatient treatment shall have his shipping card stamped in the regular manner at the regular business meeting.

5. Any member who is discharged from any hospital shall have his hospital discharge honored at any Union Hall providing he reports within a period of forty-eight hours from the time of his discharge from the hospital.

6. Any member forced to leave his ship on account of illness or injury, who goes to the hospital immediately and is later discharged as fit for duty, shall have the right to go back on the ship upon her first return to the port as which he left, providing there is a vacancy. However, the man shall register on shipping list as soon as he leaves the hospital.

These Are Your Shipping Rules — Protect Them!